ESTABLISHED 1887

KAL Flight 007: A Year Later

A senior White

House official said:

is that it provided a

Russians here and

everywhere that put

defensive and gave us

deaths of 269 people will pass from

Moscow to Washington — where the Russians insist it belongs. In the shorthand of Soviet propagan-da, the incident is now invariably

referred to as the provocation with

the use of a South Korean airliner,

which was deliberately staged to foment anti-Soviet psychosis and

The notion that since the plane

was allegedly spying it was proper to shoot it down has never been

questioned in the Soviet press,

Even those Russians who have pri-

vately expressed dismay at the large loss of lives have rarely chal-lenged the need for the kind of vigilance over the Soviet Umon's

borders that the pilot of the Su-15

interceptor demonstrated in shoot-

ing down Flight 007.

push militarist programs.

groundswell of

criticism of the

them on the

some flexibility.'

The real significance

In Moscow, Continuing Charges That the Plane Was Spying for the U.S.

By Serge Schmemann New York Trates Service

of the Soviet downing of a South Korean jetliner has soviet fighter plane shot down a South Korean jetliner. Reagan administration officials assert that the fundamental Soviet defense, that the plane was on a spying mission for the United States.

a spying mission for the United States.

The bulk of these articles have been drawn from the Western press, probably because that is where most investigations into the incident have been pursued, but also because the Kremlin frequently tries to give its more controversial positions an arra of universality

and credibility by citing compatible opinions from abroad.

Thus in recent weeks Za Rubezhom, a weekly publication of the Union of Writers, has carried entire articles from the British publication Defense Attaché and the American weekly magazine The Nation that argue that the jet could have been on a probing mission into Soviet airspace for U.S. intellidence agencies.

Pravda, the Communist Party newspaper, reported on similar articles in West Germany and Literaturnaya Gazeta cited one in Japan. Radio Moscow carried a report from Brazil of an interview in an Italian newspaper with a former American diplomat who reportedly asserted that the jet was actually blown up by an American bomb detonated by remote control.

The primary purpose of the press campaign, diplomats here say, has been to anticipate the worldwide recollection of the incident on its anniversary on Saturday. But the articles also suggest that the impact of the incident, which brought the Soviet Union under international castigation, has not faded away.

The specific assertions and ques-tions repeatedly stressed by the Russians are likely to be debated for some time in the absence of any certain information on what caused Korean Air Lines Flight 007 to take a course over militarily sensitive Soviet territory. Most diplomats here think that if evidence does emerge, it will not come from the Soviet Union, since it is probable that the Russians would have hurriedly made public any information supporting their case.

What the current spate of articles does demonstrate is the basic Sovier feeling that if it can be proved that the Korean plane was on a spying mission, the onus for the

Two Satellites

Are Deployed

By Discovery

By Lee Dye

Los Angeles Times Service

Discovery successfully launched

two communications satellites

rrepared to deploy its last one on

The six-member crew released

the first satellite eight hours into

the mission, sending it into orbit

trached to the same kind of rocket

notor that failed in two launches in

This time the rocket worked per-

fective propelling the satellite to-

and a stationary orbit 22,300

rules (36,150 kilometers) high. The

sevice is owned by a private firm,

The second satellite spun out of

he cargo bay early Friday, it will use several days for it to reach the

point over the Equator, also 22,300

onles above Earth, to serve as a

communications tool for the De-

That satellite, Syncom IV, was

muilt by the Hughes Space and communications Group. It is de-

sened to relay military data among jund bases, ships and planes. The

avernment has contracted to lease

the satellite and three others like it-

The crew of the Discovery in-

ciudes Henry W. Hartsfield Jr., the

commander, Michael L. Coats, the

pilot: Dr. Judith A. Resnik, a mis-

sion specialist and the second

American woman in space: two

other mission specialists. Dr. Ste-

ven A. Hawley and Lieutenant Col-

and Richard M. Mullane; and a

payload specialist. Charles D.

Walker of the McDonnell Douglas

Mr. Wolker spent part of the day

Finday in Discovery's lower deck

operating a refigerator-sized ma-

thine designed to produce large

amounts of a hormone for later

human testing. McDonnell Doug-

las has declined to discuss the type

Mr. Walker, the first commer-

cally spensored astronaut, turned

on the machine an hour early after

repairing a device designed to re-

move bubbles from the processing

The Discovery was launched

from the Kennedy Space Center in

Florida on Thursday after lifteff

had been delayed three times since

June. There were less-severe me-

chanical problems this time and a

(Continued on Page 2, Col. 5)

of drug involved.

satellite Business Systems.

tense Department

trom Hughes.

3 Thursday and early Friday and

Saturday.

HOUSTON - The space shuttle

In Washington, a Feeling That the Kremlin Helped Reagan at Home, Abroad

By Bernard Gwertzman New York Times Sernee

has strengthened the United States in its relations with

In interviews in recent days, general agreement was expressed that the lasting impact of the airliner downing, in which 269 people died, had been to tarnish the Soviet image and to make in dealings with Ranald Reagan in dealings with

Vestern allies and at home. In particular, the officials said, the incident has helped Washington rally the Western alliance at a time of considerable pressure from the Russians not to go ahead with the deployment of U.S. missiles.

The outrage expressed at the time over the downing of Korean Air Lines Flight 007 over Soviet territory, however, provoked a furi-ous reaction in Moscow that made ous reaction in Moscow that made it virtually impossible for any progress to be made toward a summit meeting that had been expected at this time last year. Yuri V. Andropov, the Soviet leader who died in February, issued a statement less than a month after the plane's downing saving it was impossible. downing, saying it was impossible to do business with the Reagan administration.

His successor, Konstantin U. Chernenko, has maintained the chilly attitude toward the Reagan istration. But with the exception of Moscow's refusal to resum negotiations on limiting nuclear missiles, the Russians in recent months have agreed to talks and agreements on a spate of less-important issues, such as modernizing the hot line telephone link and new

cultural exchanges.

The Korean airliner was shot down on Sept. 1, 1983, as it was leaving Soviet airspace. Flying from Anchorage, Alaska, to Seoul it was off its regular course, for reasons still not known with certainty. U.S. and Japanese intelligence, going over recorded radio and radar signals, deduced within 12 hours that it had been downed by a Soviet Su-15 fighter, which fired an air-to-air missile.

Western diplomats here say they . The Russians, however, did not believe the crisis brought on an admit to downing the plane for (Continued on Page 2. Col. 1) (Continued on Page 2, Col. 1)



Shiite women attending the commemoration Friday in West Beirut for Imam Musa Sadr.

Shiite Moslems Demonstrate in Beirut As Christian and Druze Militias Clash

BEIRUT - Scores of Shiite Moslem demonstrators paraded through the streets of Moslem-controlled West Beirut on Friday to commemorate the disappearance six years ago of their spiritual lead-er, Imam Musa Sadr. In coastal areas of the Kharroub

region south of Beirut, Christian residents fled to Israeli-occupied southern Lebanon as heavy overnight clashes broke out between Christian and Brece Mosleny forces, security sources said.

Beirut radio reported artillery pose a security plan for areas out-duels in the area for seven hours side Beirut. Thursday night but said they subsided shortly after dawn.

The rally was called to mark Mr. Sadr's disappearance while on a trip to Tripoli, Libya. Commercial activity in West Beirut and the mainly Moslem south was halted by the demonstration. Gunmen and other marchers waved posters of the missing religious leader.

Shirte leaders reject Libyan asrtions that he vanished in August Rome. The higher Shiite council, out Wednesday from Beirut for the government on Thursday to sever diplomatic ties with Libya.

The renewed fighting came only hours after the funeral of Pierre Gemayel, the Christian Phalangist Party leader, who died on Wednesday. In recent months, Mr. Gemavel had lent his support to moves for reforms to give the Mos- Of French Ship lem majority a greater say in Lebanon's government and end nine years of civil war.

Mr. Gemayel's death aroused fears of a hardening of attitudes by the Christian Lebanese Forces militia, which opposes the reform plans, and the possibility of renewed sectarian strife.

reports that the Druze Progressive Socialist Party's militia and the Lebanese Forces were strengthening their positions in the Kharroub area, just north of the Israeli front line at the Awali River, 38 kilometers (24 miles) south of Beirut. Other artillery clashes were re-

ported in the hills southeast of Beirut on Thursday night, as well as scattered shelling of residential ar-eas in Christian East Beirut.

The leader of the Shiite Amal movement. Nabih Berri, a cabinet minister, said Friday that as long as the road was closed, he would op-

Prime Minister Rashid Karami of Lebanon expressed concern Friday over the disappearance of a Reuters correspondent, Jonathan Wright, and asked Lebanese Army and security commanders to intensify the search for him, Reuters reported in Beirut.

Mr. Wright, a 30-year-old Brit-1978 after leaving Tripoli for on has been missing since setting grouping cleries and prominent po-litical figures, urged the Lebanese had raided Palestinian positions there the previous day.

No Radioactivity Found in Hold

ROTTERDAM - New tests have shown no trace of radioactivity in the hold of the sunken French freighter Mont-Louis, clearing the way for the salvage of its nuclear cargo, a Dutch salvage company said Friday.

The tests were the first on water from inside the ship, which sank last Saturday in shallow water off the Belgian coast while carrying 30 barrels of uranium hexafluoride to the Soviet Union.

The tests were made possible after the salvage company, Smit In-ternational, drilled holes in the hull Thursday. The holes also released trapped air and allowed the ship to settle firmly on the ocean floor.

An unusually high concentration of fluorine was found in the sea water, said Henk Drenth, a Smit spokesman. But there was no sign of radioactivity, he added.

■ Correspondent Disappears would leave his bloc.

and similar accounts in newspa-pers, Mr. Shamir would serve as deputy prime minister and foreign minister under Mr. Peres's prime ministership, then the men would switch positions for the second 25-

month period. 24 ministers, 12 from each side. Both Labor and Likud would be

other side's agreement. Mr. Peres, in answering questions, reported "headway" in the talks while Mr. Shamir spoke of "some progress." He added that

the Knesset. The remaining 35 seats were divided among 13 other

Each side tried, however, even as

But the six-member Mapam group, a left-wing faction within the Labor alignment, has said it would not serve in a coalition with Likud, thus possibly undermining Mr. Peres's mandate to form the government, which was based

est parliamentary bloc. this might be a factor in determining whether the Likud leadership would agree to the reported Peres-

Victor Shemtov, the Mapam leader, said the coalition being formed would represent "a govern-ment of national paralysis." But he also said that Mapam would not determine whether to drop out until after the government was formed.

The 50-month term of the government being formed, set to coincide with scheduled elections in 1988, is seen by many as unrealistic, the assumption being that it would collapse under ideological

Peres, Shamir Cite Progress on 50-Month Plan

JERUSALEM — Shimon Peres and Prime Minister Yitzhak Shamir said Friday they had agreed on a 50-month bipartisan Israeli government but indicated that there was still dissension within the

ranks of their respective parties.
"We made ... headway, yet our
work is not completed; we shall
have to continue." Mr. Peres said at a press conference. He added that "there are still one or two items" that he hoped could be resolved by Sunday or Monday."

Mr. Shamir said he expected an agreement would be completed "very soon." The two men are to

meet again Sunday. Neither Mr. Peres, who heads the Labor alignment, nor Mr. Shamir, representing the rightist Likud bloc, would confirm details of a reported "agreement in principle" broadcast Thursday night by Isra-

The account, which indicated that Mr. Peres would serve for the first 25 months and then Mr. Shamir would take over, emerged from a meeting of Labor alignment leaders. The sense that it represented an agreement came as a surprise to Likud officials.

Mr. Shamir made that clear after Friday's two-hour private meeting with Mr. Peres.

"None of the conclusions" reached with Mr. Peres "have been consolidated," he said, "and until this morning none of the proposals had the approval of the Labor insti-

tutions," referring to the parties within the alignment. That also applied to Likud fac-tions, Mr. Shamir added, which

will not be asked to approve any pact until Sunday. The prime min-ister said he hoped that no faction

According to the radio report

The "grand coalition," as Mr.

able to allocate portfolios to small-party allies, although only with the

they were close to an agreement. It was evident that the rival political leaders were ahead of the main-

streams of their respective parties in forging the broad coalition that President Chaim Herzog had sought in order to resolve an election impasse.

Labor received 44 seats to Li- yan demonstrators. kud's 41 in elections July 23 to Israel's 120-member parliament, parties, prompting great difficulties for either major bloc to form a

Britain on charges steuming from a bombing campaign in March in
London and Manchester that po-

the unity talks progressed, and it was only when they had effectively blocked each other from getting the 61 votes necessary for an absolute majority that the bipartisan government began to take shape.

largely on his leadership of the larg-

Shamir accord. He said it might.

strains long before then.

Mr. Peres and Mr. Shamir have attempted to deal with that problem through a series of policy guidelines that are still under discussion. They would outline how the leaders intend to tackle the economic situation, for example, where there seems to be a measure of agreement, and how they would handle areas where they disagree, such as Jewish settlements in occupied territories.

Although no details have emerged, it is understood that a bipartisan team of experts has agreed on some harsh economic measures to resolve a 400-percent annual inflation rate while also paving the way for continued aid from Washington, where officials

By James Feron New York Times Service

austerity program.

The two leaders are understood also to have agreed on a policy of withdrawal of Israeli troops from Lebanon and to be willing to invite Jordan to peace talks, although without referring specifically to the Camp David accords, which called for a period of self-rule in the West Bank area before negotiations over

are said to be insisting on an Israeli

sovereignty.

But while Mr. Peres and Mr. Shamir appeared cautiously opti-mistic that a settlement was imminent, some of their colleagues were less sanguine. Some hard-liners in Likud. reportedly including Depu-ty Prime Minister David Levy and former Defense Minister Ariel Sharon, are said to be insisting that Mr. Shamir be prime minister first.

Libyans Free 2 of 6 Britons As 'Gesture'

TRIPOLI, Libya — Colonel Moamer Qadhafi on Friday reeased two of six Britons detained without charge in Libya. The ac-tion was called a "good-will ges-

George Bush and Douglas Ledingham met with reporters shortly after they were freed. Both appeared to be in good health and said they had been treated well.

They were released into the cus-

tody of two British members of the

European Parliament, Alf Lomas and Richard Balfe, Justice Minister Mnftah Quiba aid the men had been pardoned of

all crimes but declined to say what the charges had been. The two Brit-ons said they planned to fly to London on Sunday. The release came soon after Ali Honderi, a Foreign Ministry offi-

cial, offered to release two of the six Britons in a meing with a visiting delegation of British opposition legislators. Mr. Houden said he hoped his country could "follow suit in the future" with the rest of the detainces. The JANA press agency said:

This humanitarian move has a deep meaning whose objective is to show a gesture of good will toward the friendly British people despite the Britons' committing of different crimes."

The gesture appeared to be an attempt by Colonel Qadhafi to smooth relations with Britain after an April 17 shooting in front of the Libyan Embassy in London. Gunfire from inside the embassy killed a policewoman and injured 11 Lib-After an 11-day siege, Britain

broke relations and expelled the Libvan Embassy staff. Five Libyans are awaiting trial in

lice say was aimed at anti-Qadhafi exiles. Four lawmakers of Britain's opposition Labor Party, headed by

Ron Brown, met in Libya with Col-onel Qadhafi and other officials in hopes of visiting the detained Britons at the villa where they were being held. Mr. Houderi suggested to the legislators that if they waited two

days the detainces might be able to join them on a flight to Britain. "Who knows, you might be able to carry with you the detainees, Mr. Houdsen said, adding: "We Mr. Shamir was asked Friday if are not in the business of keeping people in prison."

INSIDE

Lech Walesa led a rally Friday in Gdansk to mark the fourth anniversary of the Solidarity trade union. Page 2. ■ A House panel said the White House shielded documents that might have linked Reagan aides to alleged EPA abuses. Page 3.

ARTS/LEISURE

■ Works relating to two cement sculptures by Picasso are on display in Antibes. Page 6.

BUSINESS/FINANCE

■ Hongkong & Shanghai Banking Corp. is to acquire James Capel & Co., a London stockbrokerage. Page 17

A SPECIAL REPORT Europe is asserting a new in-

dependence in its aviation pro-Aerospace, Page 7 MONDAY

Koreans in Japan are facing discrimination in jobs, housing and social programs as well as deep divisions within their own community.

The fighting also follows press

Henry W. Hartsfield Jr., the shuttle commander, checks the control panel as the crew prepares to deploy a satellite. Looking on is Dr. Judith A. Resnik, a mission specialist.

A Fast Revives Interest in Jailed U.S. Indian Leader

By E.R. Shipp

New York Times Service SPRINGFIELD, Missouri - A fast begun in April by a leader of the American Indian Movement has revived interest in a case that has long been championed by human rights activists,

Leonard Peltier, the Indian leader, was one of four men

indicted for the 1975 killings of two agents of the Federal Bureau of Investigation in a daylong gunlight at the Pine Ridge Reservation in South Dakota. He alone was convicted, though on the basis of circumstantial evidence. Mr. Peltier has always said that he is innocent and that he was framed by the FBI, whose only "eyewitness," Myrtle Poor Bear, later recanted and said she had been

coerced into saying that she saw Mr. Peltier kill the agents. In April, a three-judge appeals panel granted a motion for a new hearing that would be limited to information Mr. Peltier's attorneys have obtained from the FBI under the Freedom of Information Act. They contend that a bureau teletype indicates that an AR-15 rifle linked to Mr. Peltier was not the weapon that killed the agents. The hearing has been scheduled for Oct. 1 in Bismarck.

South Dakota, Many people have complained of irregularities in Mr. Peluer's prosecution and conviction. In 1978, the 8th U.S. Circuit Court of Appeals said that there had been "a clear abuse of the investigative process by the FBL" but it nevertheless upheld the conviction.

Last year, 50 members of Congress urged the court to grant Mr. Peltier a new hearing, Mr. Peltier, 39, is confined at the Medical Center for

Federal Prisoners in Springfield.
In an interview, he appeared to be in good health. He is lean, but not emaciated. He spoke softly, but in a strong

The fast technically ended May 25, but Mr. Peltier said he now eats just enough food to prevent prison officials from force-feeding him.

Paul Taylor, the executive assistant to the warden, saio,

"If he were only eating a few bites of food, he wouldn't be ooking as fit as he does." The Indian leader is isolated from other prisoners, held in what he calls "the hole." Mr. Taylor, who prefers the term "administrative detention," said Mr. Peltier was a

security risk and might be a detrimental influence on other inmates at the medical center. Mr, Peltier began the fast April 10 with two other inmates at the Federal Penitentiary in Marion, Illinois. The three men said they were protesting their lack of religious freedom because the maximum security prison

restricted inmates' privileges after the murder of two

guards in October. After the crackdown, many inmates, including Mr. Peltier, complained of beatings. Mr. Peltier said he was prevented from having religious objects in his cell, including sacred eagles' feathers, a pipe

and incense. Nor was he allowed, he said, to meet with a medicine man, or spiritual adviser. The other men, another American Indian and a Mexican Sephardic Jew, made similar charges. After they were transferred to the medical center in May, they began taking food.

A month later, Soviet press reports depicted Mr. Peltier as "a typical example of politically motivated persecutions of Americans who are fighting for human rights; against tyranny and lawlessness, against the predatory practices of the government and the monopolies."

Four Soviet scientists wrote to President Ronald Reagan, saying, "Please stop the violation of human rights in 28, were recovered. They had been shot at close range.

your own country, in the state of Missouri, where your compatriot Leonard Peltier is dying."

Mr. Peltier said he agreed with the Soviet assessment of

Mr. Peltier, whose mother is Sioux and father is Chippe-

wa and French, grew up on the Turtle Mountain Chippe-wa Reservation in North Dakota, where poverty was widespread. At the time of the shootings at Pine Ridge in 1975, violence was rampant on the reservation as various factions fought each other. Mr. Peltier and members of the

American Indian Movement were living in a spiritual camp near a compound owned by the Jumping Bull family and working with the traditionalist faction. Most people on the reservation were armed, he said, "to protect themselves, you know, in case there was an at-

He said that when the shooting began on the morning of June 26, 1975, he was a quarter mile from the camp. As he ran back, however, he joined in the shooting.
"I admit I shot back at them," he said. "We were running up the hill. This was quite a ways from the Jumping Bulls' compound. I was with a group of 17 people. I was leading them out of there. We were running

up this hill and there was bullets flying by my head awful close. I heard them. I hit the ground. I had no other choice but to turn around and start firing back." The government gives a different version of what took place and says that after the agents chased a pickup truck onto the reservation, the truck stopped at a fork in the road and that some men, including Mr. Peltier, jumped out and opened fire on the agents.

When the shooting ceased that night, the bodies of the two agents, Ronald A. Williams and Jack R. Coler, both

Walesa Leads Demonstration On Anniversary of Solidarity

Shipyard on Friday to mark the you very much," he told the crowd. fourth anniversary of the signing of "See you on Dec. 16." the Gdansk agreements that The date refers to the anniversaspawned the now-outlawed labor

As Mr. Walesa left work through "Leszek, Leszek," a diminutive for Lech, and raised their fingers in victory signs.

Mr. Walesa, with a bodyguard and aide clearing a path, walked through the crowd and placed the flowers at the foot of the monument which bonors workers slain in clashes with Polish security forces in December 1970. There were heavy police patrols around the monument, and officers checked identification cards. Several Western television crews were

The Associated Press Mr. Walesa, giving the V-for-vic- and it was not clear why he decided GDANSK, Poland — Lech Wa- tory sign, led the crowd gathered against doing so. less, the Solidarity leader, led a around the monumment in singing rally of nearly 1,500 supporters the Polish national anthem and a

ry of the 1970 protests by Gdansk (Riot police with water cannons workers over increases in food converged on about 2,000 Solidariry of the 1970 protests by Gdansk prices. Mr. Walesa was a member the gate, clutching a bouquet of of the shipyard strike committee at flowers, the crowd began to chant the time.

Mr. Walesa, who earlier in the week released a statement to mark the 1980 accords, did not make any further comments and walked quickly to his van, parked outside another gate to the shipyard.

Several hundred people followed the 40-year-old electrician and chanted "Solidarity" as he got in his car and drove away. Then the crowd dispersed quietly; the police did not intervene.

make some remarks to supporters, police for questioning Friday.

[In Warsaw, mounted police clubbed demonstrators gathered outside the main gate of the Lenin patriotic religious song. "Thank for about an hour outside St. John's Cathedral to mark the Solidarity anniversary, United Press International reported.

> ty supporters at the end of an evening Mass attended by about 6,000 people. Youths displayed a large red Solidarity banner and 700 demonstrators broke away from the crowd. The police chased them and used truncheons, but no serious injuries were reported.)

Security was reported to be heavy around the industrial complex of Nowa Huta, south of Krakow, in anticipation of possible trouble after a scheduled evening church service, according to Western reporters. Sources reported that the Reverend Jozef Gorzelany, a Mr. Walesa had said he hoped to parish priest, was summoned by



Lech Walesa at the Lenin Shipyard in Gdansk.

administration.

them," Mr. Andropov wrote, refer-

ring to the Korean airliner affair.

Air Force Says

Shuttle Base Has

Serious Problems

Las Angeles Times Service

Air Force official investigating charges of unsafe construction

at the space shuttle launching

facility being built at Vanden-

berg Air Force Base in Califor-

nia has acknowledged that at least 15 serious problems re-

However, the official, Under

Secretary Edward C. Aldridge

Jr., expressed confidence

Thursday that the project would be completed "success-fully and safely" in time for

next year's scheduled first launch of the shuttle at the base.

is so shoddy that there is a one

in-five chance that the launch pad will blow up during the first launch from the site in October

NBC News quoted unnamed quality control inspectors last week as saying that workman-ship at the \$2.5-billion facility

WASHINGTON - A U.S.

KAL Flight 007: A Year Later, Moscow Repeats Spy Charges

extensive high-level assessment, the press over the last year of measures apparently taken as a result.

ple, the Polithuro proposed a uni-fied air traffic control system to replace the existing regional structure. for the final decision in identifying intruding planes and their country of origin, and criticized ground commanders who hide behind

In January, the journal Aviatsiya i Kosmonavtika, or Aviation and Cosmonautics, carried an article by praised pilots who took extreme nurtured by Soviet history and pro-Colonel General Sergei V. Golu-actions against intruding aircraft paganda of their country as a na-

(Continued from Page 1)

repeatedly by the United States

and South Korea. A report by the International Civil Aviation Orga-nization this year speculated that

the plane was off course because of

KAL affair," a senior White House official said, "there is a temptation

to say it worsened relations. That's

not the real significance. The real

significance is that it provided a

groundswell of criticism of the Russians here and everywhere that

put them on the defensive and gave

"When you look back on the

pilot navigation error.

us some flexibility."

of the air force for combat training, that seemed to criticize the handline of the incident by For Fastern air defense forces. The article said that fighter pilots were responsible

colossal proportions to the Sovi-

viet affairs said. He added that the

affair "provided a political boon"

He pointed to two important de-

velopments in the months after the incident that he said had backfired

for the Soviet Union. The first was

of the negotiations in Geneva on

limiting medium-range missiles.
The other was the announcement

the Russians' decision to walk out to a lot of people."

for the incident.

to the administration.

A senior State Department offiunder State Department offiassume that the Soviet team would be be because the Summer Olym-

cial added, "It was a black eye of pics in Los Angeles.

that refused to land. Although rumors were widespread in Moscow of punishments levied against Far barriers. Eastern air desense commanders,

Russians said the large majority of less-sophisticated workers appeared to accept the official expla-But General Golubev also nation, which played to the belief

space by shooting down intruders. U.S. Says Kremlin Reaction Aided Reagan Because the Soviet image was so nearly a week. After they did, they insisted it was on a U.S. spy mission. The charge has been denied could not understand why the Soviet image was so test." He said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so test. The said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that to this day he could not understand why the Soviet image was so the said that the s responsibility and then apologize abroad to blame Mr. Reagan for the chill in relations. The Geneva

> State Department specialist on Soviet affairs said. He added that the "Until the KAL Reagan was What is clear from Soviet commentaries is that the Russians did blamed for the bad relations," one not feel President Ronald Reagan senior State Department official had treated Moscow with moderasaid. "Everyone remembered he tion and restraint. Mr. Reagan's had called them 'liars and cheats.' declaration from the first day that But after the KAL shooting-down, the president seemed to make sense to a lot of people."
>
> dectaration from the base only the incident was inexplicable to civilized people everywhere and subsequent U.S. actions at the Another official said: "I'd al-most go so far as to say it created a United Nations and elsewhere to maintain the pressure on the Krem-lin were widely held in Moscow as evidence that Washington was usconsensus in this country about the Soviets. A basic kind of anti-Soviet mood was created that is fairly suping the incident to provoke a wave

and of their borders as sacred

Among the intelligentsia, many Among Russians in general, the incident drew varying and ambivalent reactions. Knowledgeable Russians said the least varying and well as was widespread because there was widespread because in the least varying and ambivalent reactions. cident. But while many of these people were dismayed that the So-viet pilot had failed to identify the jetliner, few questioned the right of the Soviet Union to defend its air-

Probably the most common source of criticism among educated Russians and even government of-ficials was the handling of information by the government. Many of these people felt that if Moscow had not tried to deny any knowl-edge of the incident for almost a week before acknowledging that it had shot down the plane the international outery would never have reached the volume it did.

of anti-Soviet hysteria.

No New Goals In Reagan's Long-Range **Space Plans**

By Philip M. Boffey New York Times Service

WASHINGTON - President Ronald Reagan has approved a long-awaited "national space strat-egy" that does not set forth new goals but instead assigns responsi-bilities for carrying out studies or accomplishing goals already annonneed.

The document, approved by the president last month and expected to be made public in two to three weeks, will disappoint space enthu-siasts who had hoped the strategy would specify grandiose long-range goals that would guide the space program for decades to come. Among these were such projects as a manned base on the moon or manned exploration of other plan-

Last October, on the 25th anni-versary of the National Aeronautics and Space Administration, Mr.

Reagan said:
"We're not just concerned about
the next logical step in space. We're
planning an entire road, a 'high
road' if you will, that will provide on Sept. 28, nearly a month after the downing. President Yuri V. Andropov issued a denunciation of Mr. Reagan, questioning for the first time whether any agreement could be reached with the Reagan.

spected space analysts, who requested anonymity, said Wednes-"Even if someone had illusions as to the possible evolution for the day: "This is not the space strategy better in the policy of the present most people have been waiting for. It doesn't sound much like the high American administration, the lat- It doesn't sor est developments have dispelled road to me."

The strategy apparently defers significant long-range planning un-til after a new congressionally man-Among many Western analysts of til after a new congressionally man-Soviet affairs in Moscow that state- dated space study can be carried

ment marked the final adoption of Congress recently directed the president to appoint a National Commission on Space to identify an anti-Reagan policy in the Kremlin. If so, the furor over the Korean jetliner may well have been the goals and opportunities for the

After that commission completes its work, according to the new strategy document, White House and government groups will review the report and come up with their own long-range goals.

The strategy reaffirms such pre-viously announced goals as building a permanently manned space station within a decade, fostering international cooperation in space increasing commercial activities in space and continuing a balanced research program, according to a White House official.

■ Proposed Cutback Assailed The Reagan administration's budget office is trying to cut in half the U.S. commitment to an international satellite rescue program, The New York Times reported from

David A. Stockman, director of the Office of Management and Budget, recently urged the Commerce Department to commit only one satellite to the rescue program instead of two, as a money-saving

But Mr. Aldridge said: "Let me assure you and the American taxpayer — and I can't be more emphatic — there is no That plan is meeting strong resistance from officials concerned that the program would be harmed and that a U.S. cutback would allow the substance to the allegations that the launch pad will blow up when the shuttle is launched Soviet Union, which has three satfrom Vandenberg next year." ellines in the program, to reap a propaganda victory.

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Kohl Uncertain on Honecker Visit

BONN (WP) - Chancellor Helmut Kohl of West Germany confirmed Friday that the leaders of Bulgaria and Romania will visit Bonn in the next two months, but acknowledged that he still did not know whether the East German head of state, Erich Honecker, also would fulfill plans to travel to West Germany soon.

Mr. Kohl said he expected "a definitive decision" concerning the trip

by Mr. Honecker in the next few days. The Honecker trip, tentarively scheduled to start Sept. 25, would mark the first time an East German leader ever visited West Germany. The long delay in announcing Mr. Honecker's intentions has raised speculation in Bonn that the East German leader may postpone his trip to appease Soviet anxieties about the growing closeness of the two Germanys.

The chancellor emphasized the importance of Bonn's relations with other members of the Warsaw Pact by referring to the forthcoming visits by President Todor Zhrykov of Bulgaria and Romania's leader, Nicolae Ceausescu. Mr. Zhivkov is to see Mr. Kohl in Bonn on Sept. 20 while Mr. Ceansescu is expected on Oct. 15.

Shultz, Gromyko to Meet in New York

WASHINGTON (UPI) — Secretary of State George P. Shultz and the Soviet foreign minister, Andrei A. Gromyko, will meet in New York next

month, the State Department said Friday.

U.S. officials said it was unlikely that Mr. Gromyko would meet President Ronald Reagan, who will be in New York on Sept. 24 to address the United Nations General Assembly. Mr. Shuitz and Mr. Gromyko last met in January in Stockholm. Meanwhile, the Soviet Union's substitute Olympics, the Friendship '84

Games, ended formally Thursday night without a scheduled appearance by President Konstantin U. Chernenko. Sources in Moscow said Mr. Chernenko, 72, had been hospitalized in early August with a heart

UN Peace Move Accepted on Cyprus
NICOSIA (AP) — Both the Greek and Turkish Cypriot sides announced Friday that they had accepted a United Nations peace initiative for a settlement of problems on the island.

"Our reply to the questions posed by the UN secretary-general is positive," said the announcement by the Greek Cypriot side.

It came a few hours after Rauf Denktash, the president of the self-proclaimed Turkish Cypriot Republic of Northern Cyprus, announced acceptance of the "working points" submitted by Secretary-General Javier Perez de Cuellar this month.

Several Die in Blast at Kabul Airport

ISLAMABAD, Pakistan (Reuters) — Several women and children died in a bomb blast at the Kabul airport Friday that the state radio blamed on Moslem guerrillas. Radio Kabul, monitored here, said the bomb exploded outside the

avily guarded airport, which doubles as an air base for Soviet and Afghan military aircraft. It gave no precise figure for the dead and injured and said only that they were there to see off departing relatives. According to Western diplomats here, Kabul guerrillas have stepped up their attacks on the airport over the past mouth and appear to be probing its security system

Police in South Africa Kill 2 Blacks

JOHANNESBURG (Reuters) — Two blacks were shot to death by police during violence Thursday in black townships east of Johannesburg, police said Friday.

A police spokesman said it was not known who killed a third victim, a

14-year-old boy who had three gunshot wounds in his back. At least 18 others were injured in the rioting in three townships. Police used tear gas to disperse hundreds of youths who threw stones and set fire to vehicles. The rioting followed weeks of school boycotts to protest the inferior level of education for blacks.

2 Died in Plane Fire, Cameroon Says

YAOUNDE, Cameroon (Reuters) — Twenty-four passengers missing after a Cameroon Airlines plane caught fire at Douala's airport Thursday have been accounted for, leaving the death toll at two, the state radio said

Friday.

It added that 29 of the 90 people hospitalized were released Thursday night. Earlier reports said that 120 people had been aboard, plus a crew of

The broadcast said the Boeing 737 had stopped during takeoff for The program uses U.S. and Sovi
Tage program uses U.S. and Sovi
the broadcast said the boding 157 had stopped during taxoon for

The program uses U.S. and Sovi
the broadcast said the boding 157 had stopped during taxoon for

The program uses U.S. and Sovi
that they thought was either a door being closed or a tire blowing Yaounde to allow a military aircraft to land. Those aboard then heard a Canadian equipment that can pick out. An explosion in the baggage hold followed and fire broke out, the up distress calls from planes, ships, radio said.

portedly saved 247 lives in two Cruise Tests From B-1 to Be Delayed

EDWARDS AIR FORCE BASE, California (UPI) — Test launches of cruise missiles from the B-1 bomber will be delayed a year because of the

cruse missies from the b-1 bomoer will be delayed a year because of all crash of a prototype of the swept-wing aircraft earlier this week, the U.S. Air Force said Friday.

A spokesman in Washington said that the destroyed model, a B-1A, was being modified and would have been used for tests with cruise

missiles carrying dummy warheads next summer.

But because of the crash, the air force spokesman said, the cruise missile testing probably will not be done until 1986 and it will conducted with the new version of the bomber, the B-1B.

Geneva Talks End With Blast at U.S.

GENEVA (AP) — The Disarmament Conference ended its 1984 session Friday, still deadlocked over a U.S. draft treaty banning chemical weapons and after hearing a final Soviet attack on the United States. In a speech that criticized U.S. arms policy, the Soviet ambassador, Victor Issraelyan, criticized President Ronald Reagan for creating an explosion of the armaments race" and proclaiming a "crusade against

"If negotiations banning chemical weapons are torpedoed as were the other negotiations in the disarmament area, then it will be easily understood who bears the responsibility," Mr. Issraelyan said at the 40-nation conference, which resumes Feb. 5.

3 Danes Charged With Pornography
COPENHAGEN (AP) — Three Danish publishers were charged
Friday with producing child pornography in the latest reaction to a U.S.
television documentary that called Denmark a major supplier to the American market.

Police in suburban Holback identified the three only as managing directors of COQ International, a printing and publishing house specializing in homosexual material. Their names were not made public.

For the Record

The U.S. office of the Iranian opposition group Mujahidin identified the pilot of an F-4 jet who defected to Iraq on Thursday as Captain Rahman Nagheeb, the brother of a Mujahidin commander executed by

Rahman Nagneed, the prother of a requirement (Reuters)
Iran's government.

Seven followers of Rabbi Meir Kahane, a far-right member of the Israeli parliament, or Knesset, were arrested on Friday when they tried to stop Arabs from entering a Jewish settlement, the police and. (Reuters)
Satur Ocampo, a Filipino journalist who has been jailed in a Philippine Army camp since 1976, won a day's freedom Friday to join in the lirst celebration of Philippine Press Freedom Day.

(AP)

Chester A. Crocker, U.S. assistant secretary of state for African affairs, met Friday in Pretoria with Foreign Minister R.F. Botha on the future of South-West Africa, or Namibia, a South African government spokeswoman said.

Prime Minister Felipe González of Spain was quoted Friday as having said that his country would soon establish diplomatic relations with Israel. In an interview with the Israeli newspaper Ha'aretz, he said: "Our intention to establish diplomatic ties with Israel is clear and determined. We will do so in the not-distant future. But we haven't determined the

Aides to President Ronald Reagan and to the Democratic presidential nominee, Walter F. Mondale, agreed Friday that the two will meet in at least one debate before the Nov. 6 election.



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cies in the world for years. Each lottery runs over a period of 5 month, one class per month. There are 400.000 tickets with 147.461 prizes totalling over 133 Million DM, A total of 242 jackpots ranging from 100.000.— to 1 Million DM are raffled-off plus plenty of medium and smaller prizes. It is also possible that 10 prizes of 100,000. – DM will be combined into a SUPER-JACKPOT OF 1 MILLION – determined in pre-drawings. That means that 24 prizes of 1 Million DM plus 2 guaranteed prizes of 1 Million

and 2 Million each will be drawn = 26 SUPER

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Discovery Deploys 2 Satellites (Continued from Page 1) The plane, flown by Dr. William slight delay caused by interference Clarke, a physician from Jackson-

from a private plane.

 ★ Embarrassed Passenger A passenger on the private plane that delayed the launch of the shut-

tle said he felt "awfully stupid." The Associated Press reported Fri-

The Federal Aviation Administration says it is investigating the violation of Cape Canaveral air-space, which could cost the pilot his

license and a \$1,000 fine.

ville, Florida, held up the shuttle flight for six minutes and 50 seconds until air force and Federal Aviation Administration planes chased it away. Robin Clark, one of two passen-

gers in the plane, said: "We were in the warning area but outside of the restricted area. I thought we had the right to be there. It's hard to feel badly enough. The enormity is hard to grasp. You just feel awfully stupid."



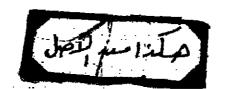
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AMERICAN TOPICS

TV Viewers Voted With Their Dials

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The Republicans will have to look for victory somewhere other than in the television ratings. Although 19.1 million homes tuned in for the closing session, when President Ronald Reagan spoke to the party's national convention in Dallas, the audience averaged only 16.3 million la contrast, the average audi-

ence for July's Democratic convention was 17.2 million homes. The Republicans got fewer viewers because their convention had less drama and suspense than that of the Demo-crats, according to network

analysts. Which show pulled the most viewers during convention week? ABC's always dramatic, always suspenseful "Love-

Hispanic Candidates Fail in Los Angeles

Even though Los Angeles has more residents of Mexican ancestry than any city other than Mexico City, the city has no elected Hispanic officials. Last week, an attempt to

change that fell short. In a special recall election, two Hispanic residents sought to remove Arthur K. Snyder, who for 17 years has represent-ed a City Council district in which 75 percent of the residents are Hispanic.

Mr. Snyder has long been ac-cused of conflicts of interest and has even been fined be-cause of them. But he's popular all the same, and he easily defeated his Hispanic opponents.

Now, Mayor Tom Bradley says he would propose adding two seats to the 15-member council to give Hispanic com-petitors more of a chance. Few City Hall watchers expect that idea to go anywhere.

Uncommon Assault, Uncommon Reaction

After walking for six weeks and more than 600 miles (about 975 kilometers) through five states, 35-year-old Thomas Tyrrell, a Detroit psychotherapist who suffers from multiple sclerosis, finally reached Washing-ton and was drawn to the gleaming floodlit dome of the U.S. Capitol.

There, only a few yards from where he planned to lobby Con-gress on behalf of research into the incurable neurological disease that afflicts him, he was acked by two men, kicked i the stomach and groin and robbed of \$55. They also broke the crutch that had carried him

House Panel S Shields Paper "It's very maddening to travel more than 600 miles, finally reach my goal and have this happen," he said. Still, Mr. Tyr-rell recognized the random assault for what it was: "The trip

By Cass Peterson

Washington Post Service
WASHINGTON — A House of Representatives subcommittee has accused the White House of shielding documents that congressional investigators think could link presidential aides to last year's controversy over management of a fund for hazardous waste cleanup.
It said Thursday that the White

House had attempted to thwart a congressional investigation by withholding information on "misconduct and political manipula-

"A volume of documents remain at the [Justice] Department which represent White House staff involvement with the EPA," says a report issued by the House Energy and Commerce oversight subcommittee. "Nevertheless, the department, at White House direction, has declined to make this final set

of papers available."
Among the documents the panel has requested are the written recol-lections of the cabinet secretary, Craig L. Fuller; the White House deputy chief of staff, Michael K. Deaver, and a White House policy aide, Martin Smith.

According to the report, Rita M. Lavelle, who had headed the cleanup program known as the Super-fund, exchanged dozens of phone calls with those officials. Mr. Fuller and Mr. Deaver have publicly denied any extensive contact with

The report concludes that Anne M. Burford, who was the Environ-

House Inquiry

ised congressional investigators almental Protection Agency adminis trator at the time, and some of her most free access to the documents top aides "violated the public trust they demanded. The president, by disregarding the public health while strongly asserting his right to claim executive privilege, said he and the environment, manipulating would turn over the papers to dis-pel the growing suspicion that the White House was trying to cover up wrongdoing. Only those docu-ments that might compromise acthe Superfund program for political purposes, engaging in unethical conduct and participating in other White House officials declined to comment on the report, which tive investigations would be withrepresents the conclusion of a twoheld, he said. year investigation into EPA's man-

However, the subcommittee, headed by Representative John D.
Dingell, a Michigan Democrat,
said it needs additional material to
fully investigate "evidence of substantial contacts" between White House and EPA officials. Miss Lavelle was dismissed by

Mr. Reagan on Feb. 7, 1983. She was later convicted in U.S. District Court on four counts of perjury and other charges related to her dealings with a former employer while at the environmental agency. Her six-month prison sentence has been stayed pending appeals.

The report quotes testimony from Miss Lavelle's staff, much of it received in closed sessions, which suggests that contacts between Miss Lavelle and White House officials "were far more extensive than either they or Ms. Lavelle have acknowledged to date."

The report quotes two Lavelle aides as saying they placed 25 calls from her to Mr. Fuller, the cabinet secretary, and 30 to Mr. Smith of the policy development office. Miss At the time, Mr. Reagan prom- Lavelle received about the same House documents."



Rita M. Lavelle

number of calls from the two officials and less frequent calls from Mr. Deaver, the aides testified.

"The frequency and timing of those communications raise serious questions about the extent to which the White House became involved with the Superfund program," the report states.

According to subcommittee aides, the documents now being sought stem from an internal White House investigation last year. Fred F. Fielding, the White House counsel, launched the inquiry into contacts between White House aides and EPA officials.

The results of Mr. Fielding's investigation have never been made public, but the responses from White House aides were forwarded to the Justice Department, which was asked to treat them as "White

Paul Zweig,

Poet, Critic,

cer for six years.

ment this fall.

Other deaths:

Journeys: An Automythology."

New York, after a long illness.

Is Dead at 49

New York Times Service

Water Contamination Called Potential Threat

U.S. Releases Long-Deferred Strategy To Safeguard Underground Supply

By Philip Shabecoff
New York Times Service
WASHINGTON — Calling
contamination of U.S. underground water by man-made toxic substances a potentially grave threat, the Environmental Protection Agency has announced its plans to protect these water sup-

Several environmental groups and other critics immediately assailed the agency's plan as doing too little, too late.

The long-deferred national strategy would keep primary responsipility for safeguarding underground water at state level but would introduce a variety of feder-al initiatives, including a program to control leakage from underground storage tanks containing petroleum and other hazardous materials.

The strategy establishes three categories of underground water systems to be accorded varying levels of protection.

One, "special" ground water that highly vulnerable to contamination and on which large numbers of people depend for drinking and other uses, would be afforded stringent protection.

Under the second, most of the ground water currently in use would continue to receive the protection afforded under existing reg-

ulations.

The third category, water now highly saline or contaminated and not likely to be used by public water systems, would not be subject to strict protection or cleanup re-

quirements.
While the strategy sets national guidelines for protecting water, Al-vin L. Alm, the agency's deputy administrator, said that no new mandatory requirements were to be imposed on the states. At a press conference that ac-

PARIS - Paul Zweig, 49, a poet and critic whose recent study of companied the release of the plan Thursday, he emphasized that state control of ground water was "a tradition deeply ingrained in our Walt Whitman was highly acclaimed, died Wednesday in the American Hospital of Paris. He had suffered from lymphatic canlegal and institutional history." However, Representative James

J. Florio, a New Jersey Democrat who has been one of the most ac-Mr. Zweig was working on a book on cave paintings in France, "The Quest for the Beginning." A tive legislators on toxic contamination issues, assailed the EPA plan native of New York, he was the for failing to impose mandatory chairman of the department of standards on the states for protectcomparative literature at Queens ing ground water.
That is what the problem is all College in alternating years and was scheduled to head the depart-

about," Mr. Florio said. "This is just another example of the admin-istration giving the impression of activity on an environmental prob-Mr. Zweig's "Walt Whitman: The Making of a Poet," was published this spring. His books of polem when it is not really doing etry and criticism included "The

Adventurer," "Against Empti-ness," "The Heresy of Self-Love," an environmental organization, said that the EPA strategy would "The Dark Side of Earth," and an autobiographical work, "Three provide little protection of water could cause cancer, birth defects or supplies from toxic contamination. genetic or environmental damage. Gerald P. Zornew, 68, a retired president and chairman of Eastman Kodak Co., Wednesday at his suburban home near Rochester,

aquifers for its drinking water supplies. Mr. Alm said that "in general" these water systems were still "relatively free of contamination." But he added that in recent years it had been discovered that dangerous chemicals had been leaking into ground water supplies and that the United States faced a serious problem "if we don't get on top of

He said an agency study of public drinking water systems that draw from underground aquifers had found that 20 percent of the systems show some traces of manmade organic chemicals. The rate was nearly 30 percent for communities with populations of more than 10,000 people.

In essence, the strategy is an effort to bring the various relevant statutes currently administered by the agency to bear on protecting underground water in a coordinat-ed fashion. These include toxic waste laws, the Clean Water Act, the Safe Drinking Water Act, the Pesticides Act, as well as the the Surface Mining Law enforced by the Interior Department.

The Carter administration had introduced a national plan to protect underground water supplies four years ago. But the plan was withdrawn by the Reagan administration, which criticized it as preempting states' rights.

Court Rules Against EPA The EPA must set up a timetable

for ruling on the safety of toxic chemicals, rather than relying on the "haphazard" process of voluntary testing by manufacturers, a federal judge has ruled in New York, The Associated Press report-U.S. District Judge Kevin Duffy

criticized "unreasonable" delays in testing and ordered the EPA to propose a timetable for replacing its "haphazard" voluntary program with a formal, public review process required by law.

Although the Toxic Substance Control Act was passed more than seven years ago and government scientists have identified 73 chemicals that should be tested for possible hazards, "EPA has yet to final-ize a single test rule," Judge Duffy said in his Aug. 23 ruling. "Con-gress could not have intended [or

envisioned] this result." The ruling came in response to a lawsuit filed by the Natural Resources Defense Council and the AFL-CIO's Industrial Union Deanything."

AFL-CIU's industrial Union Department against the EPA. The scientists said the chemicals should be tested to determine whether they

group complained that the Judge Duffy refused to accept The group complained that the plan "does not require the states or federal government to do anything to protect ground water," adding. "The strategy is merely guidance."

Nearly half the U.S. public depends on water from underground

Judge Duffy refused to accept the agency's argument that "limited resources" and "higher priorites" have kept it from testing chemicals, saying "funding and personnel inadequacies do not except the agency's argument that "limited resources" and "higher priorites" have kept it from testing chemicals, saying "funding and personnel inadequacies do not except the agency's argument that "limited resources" and "higher priorites" have kept it from testing the agency's argument that "limited resources" and "higher priorites" have kept it from testing the agency's argument that "limited resources" and "higher priorites" have kept it from testing the agency's argument that "limited resources" and "higher priorites" have kept it from testing the agency's argument that "limited resources" and "higher priorites" have kept it from testing the agency's argument that "limited resources" and "higher priorites" have kept it from testing the priorites agency's argument that "limited resources" and "higher priorites" have kept it from testing the priorites agency's argument that "limited resources" and "higher priorites" have kept it from testing the priorites agency is a priorite agency in the priorite agency is a general to the priorite agency is a priorite agency in the priorite agency is a general to the priorite agency is a general to the priorite agency in the priorite agency is a general to the priorite agency in the priorite agency is a general to the priorite agency is a ge

was really beautiful," he said, "and Washington has been great. It's just two individuals [who weren't], that's all."

The U.S. Customs Service has cautioned travelers about buying personal computers manufactured in Asia and Canada that claim to be compatible with Apple or IBM models. They may contain unauthorized copies of copyrighted or patented components, and if they do, Customs is required to seize them from returning travelers.

Short Takes

Traffic has been lighter than usual this summer along traditional vacation routes through the West. The number of people flocking to look up at the faces of four presidents carved into



Mount Rushmore sculpture during a face-lift.

the side of Mount Rushmore in South Dakota is down 8 percent this year, and at Yellowstone National Park, in the corner of Wyoming, Montana and Idaho, tourism has dropped 4.4 percent. Apparently, the Summer Olympics in Los Angeles, the World's Fair in New Orleans and the strength of the dollar abroad are the reasons.

The growing surplus of doc-tors means they will have to take steps to drum up business, a panel of experts studying fu-ture medical care has projected. What kind of steps? House calls, for instance.

McDonald's is going after the trucker trade. Construction a small shopping center and motel as well as gas station and restaurant, starts this fall in Lakeville Minnesota

Mondale Would Set Up Tax Fund to Cut Deficit

By Milton Coleman

Washington Past Service ST. PAUL, Minnesota — Walter of his plan to reduce the federal budget deficit, has told Democratic business leaders that revenues from his proposed tax increases would be set aside for the purpose of lowering the deficit, not for higher spending on social programs.
But aides later insisted that the

idea of earmarking the new revenues was only one of several plans under consideration by Mr. Mondale, who pledged July 19, if elected, to cut the deficit by two-thirds by 1989.
"The idea of a set-aside is being discussed, but it is not frozen in,"

said Don Foley, deputy press secretary for the campaign. "Mondale wants to make it clear that he still reserves the right to make the changes necessary in the plan."

Earmarking the additional tax publicans that Mr. Mondale's in the next several weeks. promised tax increases would be Mr. Mondale has yet to specify used to fund additional federal how he would meet his pledge to

programs, according to Walter W. Heller, former chairman of the Council of Economic Advisers and F. Mondale, hinting at the contents an adviser to the Mondale cam-

agement of the \$1.6-billion hazard-

ous waste cleanup fund.
All four Republicans on the 17-

member subcommittee dissented from the report, contending that

the EPA's performance reflected

"gross mismanagement" and "in-

competence," but not necessarily

More than a dozen top-level EPA officials, including Mrs. Bur-ford, left the agency in February and March 1983 amid allegations

of unethical conduct, mismanage-ment and political manipulation of

The investigation into the fund

had evolved into a confrontation between Congress and the execu-

tive branch when President Ronald

Reagan claimed executive privilege

over thousands of documents on

the Superfund and ordered Mrs.

Those documents eventually

were turned over to House investi-

gators under an agreement reached March 9, 1983, the day Mrs. Bur-

Burford not to release them.

unlawful behavior.

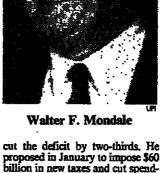
the Superfund.

paign.
Mr. Heller said that earmarking funds is "very tough" and often the money could only be approximat-

"Still," he said, "the spirit of it is perfectly clear."

Mr. Mondale's disclosure came during a meeting Thursday morning with members of the Business Council of the Democratic National Committee. The Democratic national chairman, Charles T. Manatt, said Mr. Mondale had assured the businessmen that revenues from tax increases would be "sequestered for reduction of the defi-

That reportedly drew applause from many of the business leaders. For more than a month, Mr. Mondale and top aides have been would counter criticism by Presi-dent Ronald Reagan and other Re-Thursday that it would be unveiled



proposed in January to impose \$60 billion in new taxes and cut spending by \$70 billion, much of it in defense. But he also said he would spend \$30 billion more on social programs and efforts to make the United States more competitive in international commerce, retrain workers and improve education.

The plan called for collecting \$30 billion in additional taxes through a four-year deferral of tax indexing to the cost of living, and \$6 billion annually by canceling a proposed tax cut for those earning \$60,000 a

■ Teachers Endorse Mondale

The teachers' union said the endorsement meant that "thousands of teachers will be mobilized to get behind the Mondale candidacy.

U.S. Poll Shows Mixed Effect of Jackson Backing

WASHINGTON - A majority of black voters say that the Reverend Jesse L. Jackson's endorsement of Walter F. Mondale makes them more likely to vote for the Demo-cratic ticket, but the endorsement has generated a white backlash that could hurt Mr. Mondale, according to a poll taken for the Joint Center Flaw in Reagan for Political Studies.

In the survey, done in late July and early Angast by the Gallup organization, 65 percent of black respondents said Mr. Jackson's campaign and activities made them more likely to vote in November made them more likely to vote Democratic.

blacks, 88 percent, said they intended to vote for Mr. Mondale. Only 5 percent favored President Ronald Reagan. A majority of white respondents were for Mr. Reagan, by 57 percent to 37 per-

had radically different views on most questions. When asked about their finances now compared with percent describing themselves as sources would be \$1,215 a month, worse off and 24 percent about the \$46 less than if the head of the

Cyril Bouda, 82, a Czechoslovak artist, Wednesday in Prague, the Ceteka press agency reported. Sawako Ariyoshi, 53, a Japanese novelist, Thursday at her home in Tokyo. **Economist Sees**

Angeles.

Welfare Policy WASHINGTON - Arthur B.

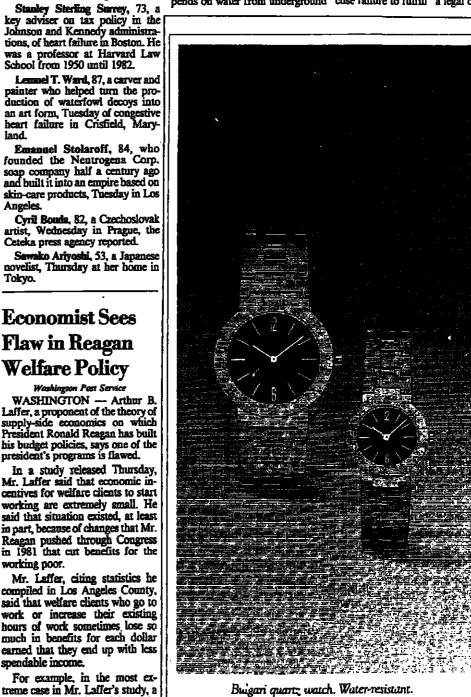
Laffer, a proponent of the theory of supply-side economics on which President Ronald Reagan has built and 56 percent said that his en-dorsement of the Democratic ticket his budget policies, says one of the president's programs is flawed.

In a study released Thursday, Mr. Laffer said that economic incentives for welfare clients to start working are extremely small. He said that situation existed, at least in part, because of changes that Mr. Reagan pushed through Congress in 1981 that cut benefits for the working poor.

Mr. Laffer, citing statistics he compiled in Los Angeles County, said that welfare clients who go to work or increase their existing hours of work sometimes lose so much in benefits for each dollar earned that they end up with less spendable income.

For example, in the most extreme case in Mr. Laffer's study, a family of four with no jobs could have as much as \$1,261 a month in net spendable income from Aid to Families with Dependent Children. medical assistance, food stamps. housing subsidies and the like.

But if the head of the family went would be cut so much that the famfamily stayed on welfare.



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key adviser on tax policy in the The 1.7-million-member Nation-Johnson and Kennedy administraal Education Association endorsed tions, of heart failure in Boston, He Mr. Mondale for the presidency was a professor at Harvard Law Friday, claiming that Mr. Reagan, School from 1950 until 1982. if re-elected, would "undermine the public schools," The Associated Press reported from Washington. Lemuel T. Ward, 87, a carver and painter who helped turn the pro-duction of waterfowl decoys into

However, though 10 percent of white respondents nationwide said they were more likely to vote for Mr. Mondale because of Mr. Jackson's endorsement, 17 percent said they were less likely to do so for the same reason. In the South, 19 percent of the whites said they were less likely to vote for Mr. Mondale

four years ago, 46 percent of whites said they were better off, 25 percent said they were worse off and 27 to work and was paid \$1,200 a percent reported no change. Only month, the various welfare benefits 30 percent of the black respondents said they were better off, with 43 ily's after-tax income from all

because of Mr. Jackson; 8 percent said they were more likely to do so. An overwhelming majority of

The poll of 1,365 whites and 902 blacks showed blacks and whites

GUIDE arren i unan tambakan karra larra larra karran larra karran karran karran karran karran karran arran arran kar

A Whopping Trade Deficit

deficit in July, announced on Wednesday, is that the American economy is becoming more unstable. The pattern is a slow rise in U.S. exports and a very fast rise in imports. The

July deficit is a truly awesome number. The trade deficit is rising at a rate of acceleration that is not likely to be sustained a great deal longer. The trade deficit was large in 1982. It was twice as large in 1983. In the first seven months of this year it is already larger than it was in all 12 months of last year. The total for 1984 will certainly be more than \$120 billion, and possibly by a wide margin.

The explanation, the Reagan administration correctly says, is that the international value of the dollar has risen very high against other countries' currencies. In terms of the things that it can buy, the dollar is currently overvalued by at least 20 percent. That keeps imports very inexpensive for Americans.

How, you might ask, is America paying for this flood of imports? The answer is that America is not paying for them. The bills are piling up, mostly in the form of dollar deposits in banks in America and abroad and in other short-term dollar investments. At some point — no one knows when — traders and investors abroad will decide that they are holding enough dollars, and they will start to convert some of their holdings into other currencies. You will know when that happens. The first signal will be a fall in the dollar's exchange

rates. The third will be a rise in the U.S. inflation rate, as imports begin to cost more.

The White House greeted this latest trade figure as further proof that the economy is expanding rapidly. That is not quite right. It is proof that demand and consumption are expanding rapidly - but they are increasingly being met by producers in other countries.

Meanwhile, the standard of living is rising merrily - if temporarily - on that tide of imports. Well, perhaps not so merrily for everyone. People whose jobs and businesses are threatened by the imports will lobby harder than ever for protection against them.

These latest figures show that nearly a third of all the steel being used in the United States is imported. Even before that number ap-peared, it was highly probable that the White House would act before the election to cut down steel imports. Now it is all but certain. This will bring the president some applause from the steel towns, but it will do widespread damage to the economy — beginning with the American industries that buy steel to manufacture their own products.

But, the administration will ask, what else could the president do? There is an answer. Imports are high because the dollar is high. because American interest rates are high, be-cause the Reagan administration is running a very large budget deficit.

-THE WASHINGTON POST.

Colombia Sets an Example

The president of Colombia, former journalist Belisario Betaneur, after a prodigious personal effort recalling Jimmy Carter's approach to Camp David, has reached cease-fire agreements with the principal guerrilla groups ac-tive in the country for more than 20 years. Whether the cease-fires lead on in the months and years ahead to "national dialogue" and an extended political process is a matter of much tense speculation. Meanwhile, Colombians are

doing an extraordinary thing. Mr. Betancur was elected in 1982 promising to work for peace in Colombia and in neighboring Central America. While the Contadors regional peace effort of which he is a part grinds on unproductively, his domestic initiative, working against pervasive local pessi-mism, has moved ahead. An early individual amnesty attracted 2,000 guerrillas. By bringing a wary military under tighter control, President Betancur has been able to reduce official repression, take on right-wing vigilantes and weather the political storm created by his secret meeting in Spain with guerrilla chiefs last year. The growth of a huge and frightening

the national urgency of his task.

To skeptics among the guernilas, who have not, after all, been defeated in the field, Mr. Betancur must demonstrate that the political way offers reasonable gains. To skeptics in the military and civilian establishment, he must show that the political way does not grant the guerrillas illicit gains. He has two years left of his term to balance an equation that has else-where stoutly resisted balance. He deserves all the political and moral support his democratic friends in the hemisphere can muster.

His progress raises the question of whether a political solution is possible in the civil wars in El Salvador, Nicaragua and Guatemala. Despite sporadic Cuban involvement, armed reistance in Colombia is much more local than in Central America; the level of fighting has been lower, it took Colombian guerrillas more than a generation to be drawn in; Mr. Betancur is a very special man. Still, the Colombian example may yet be contagious. It can only help to have a model of successful negotiation. — THE WASHINGTON POST.

Other Opinion

The KAL Riddle a Year Later

This Saturday, Sept. 1, marks the first anniversary of the shooting down of a Korean Air Lines plane by Soviet fighters off Sakhalin—a mysterious incident in which all of the 269 persons aboard were killed. Memories of the tragedy are coming back as Soviet media renew Moscow's claim that the Korean jetliner was on a spy mission, and Western media carry disturbing accounts of the possible U.S. role in the catastrophe. The central question why the flight strayed into Soviet airspace more than 100 miles (160 km) off course — has not been fully answered. The plane's black box, which would tell exactly what happened before it was shot down, has not been found despite an extensive search. The incident remains a riddle that may never be explained.

In retrospect, the KAL affair has badly tarnished the international image of the Soviet Union. The current Soviet media campaign linking the incident to foreign spying may be part of an effort to alter the Western perception of a cold-blooded superpower that would do anything to protect its airspace.

It would not be easy to change that image given the deep scar which the tragedy has left in the Western consciousness. Yet time has its healing effect. A year afterward there is no exchange of angry words. Instead there are restrained moves to mend East-West relations. - The Japan Times (Tokyo).

The Soviet Union has never admitted its responsibility for the death of 269 innocent people. From the first days after the downing, the Russians' propaganda and disinformation machine has been in high gear, attempting to place the blame on anyone but themselves. For the past year the machine has continued to churn out balency, hoping to persuade con-spiracy buffs in the United States and abroad that the airliner was in fact some sort of spy plane. Some of the propagated has been packed up and replayed by others, who are busy taking advantage of unavoidable gaps in our knowledge of what happened. This has produced a genre of spy-plane theories.

The truth is that America does not use civilian airliners for intelligence purposes, so KAL flight 7 was not involved with American intelligence in any way. We did not know that the airliner had deviated from its course or that it had been shot down until several hours after the tragedy. Only the Russians knew where the plane was: They tracked it for two and onehalf hours before shooting it down. Richard Burt, U.S. assista

of state for European and Canadian affairs, writing in The New York Times.

On the American Campaign

The political science textbooks always tell us that the two big political parties in America are basically similar parties of the center. Well, they offer American voters a real choice this time. The Republicans represent an America strong and confident abroad and favoring rapid economic growth and investment at home. The Democrats stand for a reversion to weak foreign policies abroad and to handouts and protectionism at home.

- The Australian (Sydney).

Mr. Reagan's successes have given Americans a greater confidence and boosted the reputation of the United States as the leader of the world freedom movement. Peace is beautiful and everyone desires it, but to obtain peace a price almost always has to be paid.

- The China Post (Taiper).

I have often advanced the theory that the reason why successive U.S. presidential candidates diminish in stature and quality with every four-yearly election - and take a look a every one since Roosevelt -- is that any Ameri can of intellect and value is scared to stand in case he should get in, and thus join the catalog of no-goods or nonentities who have inhabite the White House in our time. The late Adlai Stevenson, last of the political intellects, once told me: "I am standing for election knowing that it may be the last independent decision I ever make, and not a very smart one at that." James Cameron, The Guardian (London),

FROM OUR SEPT. 1 PAGES, 75 AND 50 YEARS AGO

1909: An Earthquake Shocks Rome ROME - An earthquake this afternoon [Aug. [31] rocked houses in Rome, but without causing great damage. It, however, caused considerable excitement. It was asserted that there was a shock at eleven this morning, but the apparatus at the seismological observatory recorded only the afternoon shock, which affected the entire city, at ten minutes past two. The movement was undulators and its direction north-we-terly. A few chimneys and pots of flowers fell. People ran to see the façade of the church of Santa Caterina, in the Piazza Ricci, which appeared to be cracked. The prisoners in Regina Coch shrieked like madmen, beating on the doors of their cells. It was necessary to

send soldiers to establish order in the prison.

1934: Traveler Wore Hope Diamond NEW YORK - For the first time since Catherine of Russia more than 100 years ago wore the famous Hope diamond, valued at more than \$1,000,000, the famous jewel was worn in Russia recently, it was disclosed here [on Aug. 31] by Mrs. Edward B. McLean, of Washington. D.C., owner of the gem, who announced on her arrival here abound the Berengaria that she had worn it in defiance of Soviet officials at a Moscow night-club. She admitted that the Russians were naturally irritated at the display of the ill-starred jewel that was once the prized possession of their Empress, and she boasted that she had set a precedent which would give American women the right to wear their jewelry in Russia if they so desired.

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At Least This Time the Warning Signals Are Noticed

A SPEN, Colorado — An international group of finance and business experts has been mulling over the U.S. and world economy here where the air is pure and thin, far from the dense smog of politics in the lowlands.

As usual, no one wanted to be quoted with

It is the "unless" that is striking, the big difference between the current effort to restore steady economic growth and the heat that filled ballooning hopes to the bursting point in past crises. That means there is warning, a remarkable consensus that the current American boom cannot be sustained, and even considerable agreement on how to improve the outlook. If it means that euphoric dreams of soaring ever

had news. The word is "glum," unless ...

is not inevitable if authorities wake up in time. There is an assortment of ideas on what to do, but they go in the same general direction, requiring changes in U.S. policy and more international cooperation. The most depressing side of the analysis is the fear that governments will not do what is needed until they have to, that is, until it is too late to ease the pain.

upward are doomed, it also means that a crash

The fear is based on evidence that the last thing governments want to be quoted on is bad

news. Therefore it is "politically impossible" — say that the debt can't hurt, and the Keynesians the phrase keens recurring — to get public who say that it must be reduced, or else. In fact, the phrase keeps recurring — to get public support for preventive measures, since the need for them isn't explained. Catch-22.

Nonetheless, groups like the one here are trying to develop proposals for the day when something can be done. There is no ideological conflict. The questions are practical ways to make the capitalist system work smoothly, with less risk of disaster, and the conviction is that the free market will not and cannot do it alone.

Point number one is the U.S. budget deficit. The dollar's supremacy in the world obscures the fact that it is part of the colossal world debt, financed now by a flow of capital from poorer foreign lands. Thus is America joining the ranks of net debtor countries, and running up interest obligations. The question put was how long America can keep living on "borrowed money and borrowed time." Obviously, only as

long as others are willing to pay.

The theoretical Keynesian issue of whether deficits can be good for you has been passed by.

Now it is what Britain's Denis Healey calls the

By Flora Lewis

the most urgent argument for bringing the deficit down now is to be able to reflate later when the boom threatens to bust.

The people most closely involved, if not most Americans, are keenly aware of how intimately the United States is entwined in the world economy, and how forlorn is the idea that the United States can sustain its prosperity all alone. The international financial system is threatened by a debt crisis that can only be surmounted with general long-term growth.

America cannot be insulated, nor can it go on

indefinitely keeping others afloat by importing their goods instead of selling its own. The critical word is "adjustment," which means different things in different countries but, in all cases, official steps, unpopular in the short term, aimed at recovering longer-term balance. With hindsight, current problems were no more unavoidable than is worse trouble ahead,

unless ... there is also broad consensus on lessons to be drawn. They are not vastly different from the lessons that led to the Federal

Reserve system and new banking laws in the United States after repeated crises three generations ago. The lessons now are basically that there is a common international interest, as there was then a national interest, which will

be injured if nothing is done to draw narrow interests into a common effort.

It comes to a belief that some kind of government accord is needed to perform functions of a world central bank, even though there is not going to be any world federation to organize it.

The details are intricate, but they are not beyond reach. They have to do with officially monitoring international debts; enlarging the coordinated authority of international institutions such as the World Bank, and providing more funds; creating incentives for national prudence. No modern country is without banking and finance laws, but nothing exists to supervise the huge new credits and debts that roll around loose among nations.

This time, unlike 1929, the signals are no-

ticed. Precantions are known. If they are not taken, for stubborn political and shortsighted nationalist reasons, everybody will pay again, whether they knew or just whistled hope.

The New York Times.

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A Salute to Candidates Hard Done By

WASHINGTON — Democracy is a most peculiar form of government. It depends for its vitality on an election process in which exceptional people voluntarily sub-ject themselves, their careers and their reputations to the whim of the voters, most of whom are their inferiors in knowledge, energy, ambi-tion and eloquence. So it is this year. Ronald Reagan, George Bush, Walter Mondale and Geraldine Fer-

raro are, by any reasonable reckoning, four of the most successful people in America. In every case it is success earned by dedication, drive and ability. In two months' time, after being subjected to competitive pressures and public and press scru-tiny that most of us will never experience and cannot really imagine, two of these four talented and suc-

cessful people will be sent into re-tirement with the label of losers.

The system of democracy de-mands that sort of ritual sacrifice. As voters, Americans have come to accept the competition of the talent-ed as an entitlement. Only when an occasional contestant says, as Ms. Ferraro did the other day, that she or he is having second thoughts about being served up as the entree at this dinner of democracy, do we

take another look at the process.

Before we all get caught up in the finger-pointing and judgment-passing that constitute a campaign, we might pause to note what extraordi-

nary people these are. Ronald Reagan was 53 and financially secure enough to retire from a successful 30-year career in broadcasting, movies and television when he made the speech for Barry Gold-water that launched him on his second profession, politics. Since then he has run successfully in three major elections and served for eight years as governor of California and now for almost four years as presi-

dent of the United States.
In both Sacramento and Washington Mr. Reagan brought about basic changes of policy direction that altered the lives of millions. He has survived a host of political challenges and one assassination at-tempt. At 73, he is putting it all on the line in a bid for re-election that he could have sidestepped.

George Bush was born to wealth and family position, an American aristocrat. He could have followed the path from Yale to Wall Street, with a guarantee of success. Instead he went from navy aviator to oil wildcatter to politician. By taking that route he invited and experienced defeat, first in a Senate race and then in the quest for the presidential nomination. But he has also managed to serve his party and country in a broad and challenging variety of positions.

Walter Mondale has the reputation of being a cautious, almost col-orless politician — a pale shadow of his mentor, the late Hubert Hum-

T ORONTO — Many Moslems like much of what Ayatollah

Khomeini stands for. The causes he

espouses read like a checklist of Mos-

lem grievances, starting with procur-ing a homeland for Palestinians.

"If you want to blunt Khomeini's appeal, all you have to do is solve the Palestinian problem." says American

Palestinian problem," says Anver Moazzam, an Islamic academic from

India and author of two recent books

Ayatollah Khomeini is a radical

priest who identifies with the pro-

letariat against the bourgeoisie. His regime has allocated millions of dol-

lars to many foundations serving as "a refuge of the dispossessed." The

Koran urges Moslems to make the mosque the center of their lives, so

Ayatollah Khomeini has taken most

cratic hands and given them to the mullah, the local clergyman.

The regime has created hundreds of thousands of jobs. People who

never before received a penny from

the state form the backbone of the

ayatollah's support. They will fight

By cutting political, military, eco-

nomic and cultural links with Ameri-

ca, the ayatollah has attacked an in-

fenority complex vis-a-vis the West.

He has given Iranians confidence in

themselves and pride in Islam and their history. He has taken his people

out of the Western orbit — the first

Ayatollah Khomeini also has made

the unsophisticated ethos of ordinary

Moslems - faith in Islam, rancor at

Israel, raw anti-Western and anti-

Soviet sentiments - the dominant

theme of the Moslem world. This has

created problems for Westernized as well as leftist and pro-Soviet Mos-

lems in Iran and elsewhere.

Moslem leader to do so.

for the regime if it is threatened.

nicipal functions out of bureau-

By David S. Broder

phrey. That image is contradicted by a career in which he has constantly chosen to test himself in evertougher competition and for higher stakes. The law student became a party organizer. The young attorney vied with others for appointment as state attorney general. The attorney general set his sights on a U.S. Senate seat and won it by appointment. Re-elected to the Senate, he went after the vice presidential nomination that older and more experi-

enced colleagues coveted. This year the defeated former vice president tackled seven rivals for the esidential nomination. He is challenging a popular and telegenic president to a series of television debates. All of these chapters in the Mondale biography speak of talent

and determination on a large scale. Geraldine Ferraro, daughter of an immigrant storekeeper, left fatherless at eight, went through college on a scholarship, taught school and studied law at night, became a wife and mother of three, returned to work as a prosecutor, was elected to Congress and is now the first woman vice presidential candidate of a

major political party. Recognize them for what they are: exceptional individuals. Feel free to criticize them. They are fair game. But remember, too, that democracy and elections with real choices depend on the willingness of the talented, the tenacious, the energetic, the ambitious men and women to become candidates.

The stakes and pressures for them in the next two months are beyond imagining, but not beyond saluting.

Washington Would Have To Update His Dentures

By Robert Bendiner

N EW YORK — It might help tepid Mondale supporters out of the doldrums to consider how earlier candidates would have fared if there had been television to divert the voter's mind from a man's position on, say, war and peace, to his

looks and personality, if any.

It is entirely possible that if George Washington had to perform on the tube, voters would be put off by the severity of a face rarely lit by a smile. No orator, he was reserved in public and, to be fair to him, ild smile only to a limited degree for fear of losing his primitive den-tures. A remote, statuesque dignity served his purposes well, but it would win low Nielsen ratings.

the Continental Congress.

James Madison would have won from television viewers no better than an indulgent smile as he stretched to his full 5 feet 2 inches (1m58) — even if he didn't wear clothes that were out of date and have a face that prompted Washing-ton Irving to describe him as "a withered little Apple-John." John Quincy Adams, short, bald

Altogether, presidents of an earli-er day, including some of the best, were not all that winning in speech or appearance. John Adams, some-

times tagged as "His Rotundity," was pompous in manner, pudgy in form and always self-righteous.

Thomas Jefferson, although a bril-

liant writer and charming in small

groups, was a poor speaker and shunned confrontation to the point

that he left it to Adams to defend his

Declaration of Independence before

and with a mouth fixed in disapproval, was candid about his want of charm: "I am a man of reserved, cold, austere and forbidding manners." In today's media he would have stood no chance.

Abraham Lincoln would hardly be telegenic. It is possible that his sad, deep-set eyes would impress some with his profound humanity, but the awkward body, the ill-fitting clothes, the long dangling arms would encourage the casual viewer to accept the conclusion of one of his countless detractors that "Bar-num should buy and exhibit him as a zoological curiosity."

As the country aged, the media brought its public figures closer and closer to the voters — through the proliferation of newspapers and magazines, aided by artists, caricaturists and photographers. Then provided the matching funds to lim- came radio and newsreels. But a man could have warts and still be judged on other grounds. Image was not yet the be-all and end-all.

Otherwise Grover Cleveland, dour and dumpy, would not have won the popular vote three consecutive times. Even a ham like Theodore Roosevelt perhaps came across better in print — his political prose was splendid and his expressions memorable — than he might have on a medium that would have secented his squeaky voice.

A few early presidents would have done well on television. If these few handsome men could have entered America's living rooms, they would immediately have been deemed to have the "presidential look." I refer to that trio of political giants Franklin Pierce, Chester A. Arthur and Warren G. Harding.

The writer is a former member of the editorial board of The New York Times, in which this appeared

That Speech Writer Should Have Been Fired

OS ANGELES - "I do appreci-Late your giving me a few min-utes, Mr. President. This shouldn't take long. A speech for a cemetery dedication isn't quite the same as an emancipation proclamation. Still. your secretary of war did think I should have a look at it, in view of the rough election year ahead of us." The short man with the pink face

and flowered vest pulled his chair close to the president's desk. "With all due respect, sir. you start out all wrong. How many peo-ple will know that 'fourscore and seven years' is 87? By the time they figure it out, you'll have lost them. The little man shifted some pa-

pers from one hand to the other. "Conceived in liberty ... Oh dear. Mr. President, this business about conception is much too controversial and upsetting to a great many people and must be dropped. A few words here about America being born free should be enough.

"Ah, here is something else that

The Marxist- or Western-inspired

middle class formerly dominated the state apparatus and looked down on

the masses and their Islam. Such

Moslems are becoming an embittered species, complaining about their in-

ability to drink, go to discos, frolic on

These are the very people whom

Westerners, and journalists in partic-

ular, talk to. But upper-crust Irani-ans, and those in Western exile, pro-

vide a skewed vision. They do not

represent the majority — the masses who provide the foot soldiers of re-

religious political consciousness of

most Iranians to a level other leaders

can only dream of. "The United

States and the Soviet Union can in-

vade us and militarily take over Iran," he has said, "but cannot rule

over millions of unwilling Moslems."

"The historic, religious and psy-chological bearing of Iranians leaves

hardly any need for liberal democrat-

ic institutions," says a Moslem am-

bassador. "There is no room for a

board of directors. There is a great tradition of a cult of indispensability around the head of the family, the

religious hierarchy and the head of

Ayatollah Khomeini has raised the

vived Islam and its revolutions.

life-style, the end of an era.

thes — bemoaning the loss of

By Haroon Siddiqui

Iran's neighbors plan a military alliance along

the lines of NATO. They are also spending huge

away from Ayatollah Khomeini's influence.

amounts on religious works to help wean Moslems

By Jack Warner Jr.

disturbs me. Many good people are very concerned about this 'created equal' business, though they might never admit it in public. If every-body really was created equal— and I won't say they're not—it could raise utter havoc with the party and cost us votes and money."

There was a moment of silence as

the aide pulled at his vest, then moved closer to the oil lamp on the wide desk. Presently a cloud of anguish crossed his face. "Oh, dear. In this next part you

seem to be underestimating your au-dience terribly. Everybody knows that we are engaged in a great civil war, especially people who go to cemetery dedications, so why remind them of it? Simply say how pleased you are to have been invited here to make this gift to the people from their government. You might want to thank the corporations that

find himself in the dual role of head

of the clergy and head of state."

Ayatollah Khomeini's absolutism
fits in with the Sunni concept of a

leader. Moslem thinkers' prototypes

of a modern Islamic state all envis-aged a caliph-like figure, a pious ju-rist with enormous powers. To many

Moslems, Sunnis included, Ayatollah

Khomeini represents this ideal, even

if flawed. They believe that the prom-

ised reawakening of Moslems has come, that this is the bour of Islam. Because militant Islam is anti-U.S.,

anti-Soviet and anti-Israel, an unlike-

ly worldwide coalition of interests is

ranged against it, including a signifi-

The Moslem anti-Khomeini drive

is led by Saudi Arabia, which is or-

chestrating a multibillion-dollar mili-tary, political and religious strategy

to contain what it and its chief ally

America, regard as the Khomeini menace. Under Saudi and U.S. tute-

lage, Iran's oil-rich Gulf neighbors

are planning a military alliance struc-tured along the lines of NATO.

Concerned about pro-Khomeini Shiite dissidents, Sandi Arabia, Ku-

ates. Bahram and Oman are spending

cant number of Moslems.

it public expense. That sort of thing goes very well now, with taxes and goes very wen now, what they are. I the budget being what they are. I know you inherited most of that from the previous administration. but we don't want to get too political on this occasion.

The tall figure behind the desk shifted in his seat and there was a sharp cracking noise, as if a pen had been snapped in half. "In good conscience, sir, I'm trou-

bled by this bit about our not being able to dedicate, consecrate or hal low this ground. Isn't that precisely the reason for your being in Gettys-burg? How can President Lincoln say that he is not doing something that everybody can clearly see he is doing? The greatest mistake any public figure can make is to contradict himself in public ...

The writer, a film producer and novelist, contributed this fantasy to the Los Angeles Times.

the Punjab, Indian propagandists have been falsely blaming Pakistan for what was purely an indigenous domestic crisis in India. Pakistan strictly adheres to a policy of noninterference in the internal affairs of other countries, including Indis. I can authoritatively say that Pakistan has not trained, nor armed, nor financed any Sikh guerrillas. The allegation that there are Sikh guerrilla training camps in the Pakistan-con-trolled part of Jamma and Kashmir is also totally false.

Lo Blanc" (July 27) gets the geography wrong. Catalonia starts at the French border with the province of Gerone and includes those of Barcolona, Tarragona and Lerida. It does not include Valencia, and the strict order if going down the coast is Barcelona, Tarragona, Valencia, and not Tarragona, Barcelona, Valencia.

"How Israel Can Whip the Enemy" (Aug. 10) is enviable. There he stands, with his feet firmly planted in mid-air, laying down the law on as complex a problem as the Israeli economy. He disarmingly calls his ideas simplistic, but in his vocabulary that seems to be a compliment. An interesting idea for his language column?

wait, Qatar, the United Arab Emir-\$40 billion a year on defense. That is half the defense spending of the cothe state. Khomeini is the first man to tire developing world. Arab states are

Many Moslems Like Ayatollah Khomeini's Causes also spending huge amounts on reli-gious and charitable works to help wean Moslems away from Ayatollah

> Saudi Arabia has been providing funds for new mosques, for which it also offers an imam, or prayer leader, on a Saudi payroll. Such mosques boycott Ayatollah Khomeini and his revolution and toe the Saudi line on most religious issues. Most mosques in Canada, the

Khomeini's influence.

United States and Britain are out of bounds for Khomeini activists. These activists have been disbarred, for example, from the mosque in Washington, where they now pray on the sidewalk. Some of the opposition is based on the belief that politics should be kept out of prayer halls. Ayatollah Khomemi and his supporters believe the mosque should be a center for Moslem religious, social and political activities. Most leading Canadian, U.S., British and other Moslem_organizations — beneficiaries of Saudi grants - try to keep Iran and Ayatollah Khomeini off the

agenda at their seminars. But all these attempts to undermine the Khomeini regime have not had much impact on its hard-core followers, inside Iran and elsewhere.

The writer is on the staff of the Toronto Star. This is the second of two articles from World Press Review.

Letters intended for publication should be addressed "Letters to the Editor" and must contain the writer's signature, name and full ad-dress. Letters should be brief and are subject to editing. We connot be responsible for the return of unsolicited manuscripts.

LETTERS

A Pakistani Denial Ever since the Sikh unrest began in

KHWAJA IJAZ SARWAR;

Press Counsellor. Embassy of Pakistan, Paris.

Provinces of Catalonia

Richard Eder's review of "Tirant

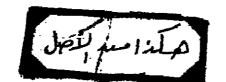
JAN RAVEN:

Sant Julia, Andorra. Simple Commandments William Safire's self-assurance in

MEIR LEKER

ton Would Have

He His Dentures



Lots of Static at 2 U.S. Radios

Ban on Reporting Reagan Quip Upsets Munich Stations

By James M. Markham New York Times Service ers. But lately a malaise has seized staff members to reflect censorship, some veteran employees, who fear not news judgment, and it touched or calm, Radio Liberty and Radio that an activist, vigorously anti-Free Europe in Munich are going Communist management may be through a new phase of unrest, agi- jeopardizing the stations' hard-won tation and dissent.

'In the early 1970s, the two sta- the Soviet Union. tions were shaken and demoralized tions were shaken and demoralized by revelations that the U.S. Central ley, a gregarious American linguist intelligence Agency had been fi- and former CIA officer who runs heard it first from Moscow Pravda, fiancing their broadcasts to Eastern Radio Liberty, and George R. Ur-Europe and the Soviet Union. New ban, a dapper Briton of Hungarian Now that the Eastern media has attautes severed the ties to the CIA, extraction who heads Radio Free butting the stations under the aegis Europe, banned their news services of the semiautonomous Board for from reporting President Ronald International Broadcasting in

infusions of cash and confidence from the Reagan administration organizations hesitated before relifted morale among many of the porting the president's off-the-cuff stations' 1,674 staff members — a remark, made Aug. 11 while Mr. lively and disputations group of Reagan was preparing for a radio address in California. But the Bai-

coal miners in their 26-week strike.

garians, Bulgarians and many oth- ley-Urban edict seemed to some credibility in Eastern Europe and sharp memorandum to Mr. Bailey

Reagan's quip about outlawing and bombing Russia.

In the United States, some news

taries broadcast about the Reagan quip showed there had been no censorship. "If you ask me," he said, "it was a nonstory at the time. But because it was blown up by the Russians, Bailey and I then thought we ought to give it treatment."
Similarly, Mr. Bailey, whose radio broadcasts to the Soviet Union,

confirmed."

said that "the first day it seemed like a squiggle, inviting misinterpretation."

On Aug. 15, James Edwards, a

Briton who is news director, sent a

and Mr. Urban. "Because you sup-

pressed Wednesday's news story,

said the memo, "our audiences

mentary, but as you have both con-firmed Wednesday, you are still

barring news treatment, more than

48 hours after the story was fully

Mr. Urban, whose station's

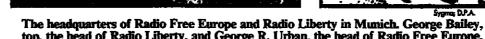
broadcasts are directed toward

Eastern Europe said that commen-

"When the Soviets began to scream bloody murder," he added, "of course we picked that up."

The president of the two sta-tions, James L. Buckley, a former New York senator and former under secretary of state for security assistance in the Reagan adminis-tration, was not in Munich at the time. But he insists now that "there was no ducking of the issue" of Mr. Reagan's quip. "If the implication was, 'Let's kill it,' there was no such







top, the head of Radio Liberty, and George R. Urban, the head of Radio Free Europe.

British Unions Divided On Support for Miners

A program of limited support for But the agreement acknowledges that success would require "agree-ment with unions who would be the miners was approved by the general council of the Trades Union Congress to avert a split and directly concerned." Critics of the deal called it a sop possible violence at the annual con-

ference of the TUC, the labor movement's national organization, real help, a pact struck to avoid violence among 20,000 striking miners expected to descend on the movement's national organization, next week in Brighton. ban on coal being moved across south coast resort of Brighton for miners' picket lines, were rejected the conference.

by the steel and electricity unions on the ground that jobs would be to a blocking of coal because "it jeopardized. The idea is totally unworkable," said Bill Sirs, the leader of called in six weeks, dockworkers at the steelworkers. "If you are going

. conference that after talks that lasted into early Friday, the leader of the miners, Arthur Scargill, agreed to recommend the council's pack-

age to his union's delegates Sun-On Monday the council will recommend it to the 1,100 delegates,

who are likely to approve it.
Under the deal, Mr. Scargill would still propose a motion committing the movement to "total Miners Attack Policemen support" of the miners, who are striking against plans to shut old

Gasoline Price Rises 20% for **Dominicans**

SANTO DOMINGO, Dominican Republic — The government has announced a 20-percent rise in gasoline prices and large increases in other fuels as part of an interim accord with the International Mon-

etary Fund.
President Salvador Jorge Blanco, in a nationwide television address Thursday night, gave details of the long-awaited package of price in-creases that his government has creases that his government has had to accept in return for a sixmonth agreement for continued support from the IMF.

Before the announcement, thousands of troops throughout the country were put on alert in case of a repeat of the violent anti-IMF demonstrations in April that left 55 people dead. The police said more than 100 leftist activists had been rounded up in the last few days to forestall trouble. Labor factions to get the same increase, and they had pledged a general strike against the increases. However, there were pending legislation. the increases. However, there were no reports of any incidents.

· Apart from gasoline, taxes on petroleum products will rise along with those on a range of imported

The agreement unlocks about \$200 million in U.S. aid but does not involve any immediate new disbursements from the IMF itself.

41 "This agreement will allow us to re-establish the country's interna-tional credit." Mr. Jorge Blanco

The interim agreement will last until the beginning of next year he said, when talks are to start on an IMF standby arrangement to cover an 18-percer 1986. No loan amount was men-tioned, although previously the IMF had insisted on economic targets for a renewal of a \$450-million,

three-veur credit. Petroleum imports cost the na-'non about \$500 million annually, roughly half its annual income.

Israel Will Loan Kfir Jets to U.S.

The Associated Press WASHINGTON — Israel will of "national emergency or econom-lend the U.S. Navy a dozen of its ic conditions affecting the general Kfir jet fighters to serve as mock welfare."

rangement by the United States.

Mr. Lehman said that the Kfir lets "were offered to the U.S. Navy on a no-cost, four-year lease basis."

Israeli Aircraft Industries will rates might have on our continuing rates might have on our continuing maintain the planes.

But other unions would with-LONDON - A new dispute draw motions seen likely to cause opened in Britain's union move-ment Friday when the national "day of action" and a levy on all

10 million unionists to help miners.
The TUC would then promise to leadership struck a deal to support Divisions also deepened in the block the movement of coal across weeklong national dock strike miners' picket lines at power stacalled to support the miners when tions, steelworks and other places, longshoremen in the ports of Dover to support the campaign to save and Felixstowe voted to stay at pits, and launch a fund-raising drive for families of strikers.

to the miners that offered them no the conference.

Mr. Sirs said he could not agree

In the dock strike, the second

Dover, Britain's biggest passenger terminal, and at Felixstowe, the along this line, you are almost going along with a general strike."

The general secretary of the
council, Len Murray, said at a news

terminal, and at Felixstowe, the
biggest container port, voted overwhelmingly to reject their union's
strike call.

That meant that only five of the country's 10 biggest ports were shut down by the strike.

An expected return to work at Tilbury in London failed to materialize. Liverpool, Southampton, Swansea-Port Talbot and Hull also remained strikebound. Dover and Felixstowe joined

Tees, Immingham and Harwich in

Striking miners Friday threw bricks and planks at policemen when they tried to remove them from a coal dock in Wales, United

Press International reported.

About 100 striking miners, wearing ski masks and some carrying pickax handles, fought their way onto a jetty used to bring coal and iron ore to the Port Taibot steel-

works in south Wales.
The miners, who hope to stop all coal deliveries, climbed three cranes used to unload coal and threw bricks, planks, and nuts and bolts at police who tried to remove them. No serious injuries were reported.

U.S. to Raise Federal Pay

By Mike Causey
Washington Past Service
WASHINGTON — President

Ronald Reagan has announced that white-collar government workers will receive a 3.5-percent raise

Military personnel are expected

The 3.5-percent increase announced by the president in a message sent Thursday to Congress is automatic unless Congress over-rules it and votes a bigger raise before adjourning for the Novem-ber election. That is considered un-

Under the new scales, the lowest starting salary would be \$9,339 a year and the top, at Grade 18, would be \$68.700. Salaries for members of the Senior Executive Service would range from \$61,296

The 3.5-percent raise is in lieu of an 18-percent increase that, under federal pay rules, could have gone into effect in October. The president had until Friday to submit an alternate recommendation.

According to data collected by the Bureau of Labor Statistics, government workers on average earn 18 percent less than people doing the same jobs in the private sector. But the president's advisers told him that the government pay survey was too narrow in scope. He invoked that portion of the U.S. pay law that allows him to recommend a smaller increase in the face

enemies in air-to-air combat training, Navy Secretary John F. Lehinan Jr. announced Friday.

In a message Thursday to Congress, Mr. Reagan said he was ordering the 3.5-percent raise "after" It would be the first such ar- reviewing the report of my pay national economic recovery.

recompanies and line the short that what one member called "our dis-quiet about the threat to the integ-and ferocious factional squabbles nty of journalistic standards."

To some staff members the epitionalists" against "pluralists" and tionalists" against "pluralists" and "Zionists," many of the last categories and the southern anti-com-

munist and pro-administration line ry being Jewish emigrants. Lawthat they feel Mr. Bailey and Mr. suits and protest memorandums, Urban have brought to the stations sometimes addressed to the presiin the last two years.

Some staff members say a ored these quarrels. dent of the United States, have colpreachy anti-communist trend is "People are raised in the Soviet

particularly pronounced at Radio
Union in an atmosphere of intolerLiberty, where Mr. Bailey has given ance, which consists of a single considerable editorial leeway to So-truth," said Victor Fedoseev, who viet-born editors and opened the writes and broadcasts a program teagan's quip. "If the implication station to emigre organizations. on human rights. "With Russians, ras, 'Let's kill it,' there was no such the tention," he said.

Mr. Bailey, 64, previously worked for the conservative Springer publishing company in West Germany.

Mr. Bailey, 64, previously worked for the conservative Springer publishing company in West Germany.

Speaking of the new mood at the stations, another journalist said: What seems to be happening is that we are coming under pressure to toe the line." He noted that at the time of the mining of Nicara-guan harbors last spring, the stations avoided saying the mines had been laid by the CIA.

been any change in the ideological state Department officials cau-tone of the two stations and said he tioned that the talks cannot be said cal product.

U.S. Is Said to Consider **Accepting Some Cubans**

By Don Oberdorfer

WASHINGTON — The Reagan administration has expressed willingness to allow the entry of thousands of Cubans who want to come to the United States if Havana will ministration sources said.

U.S. willingness to resume processing the immigration applications of Cubans, three and a half years after the normal legal immigration flow from Cuba was cut off matic office, in Havana, said that by the administration, was conveyed to the Cuban government in two rounds of negotiations in New York in mid-July and early August. the sources said.

In return, the government of President Fidel Castro would be expected to take back about 2,700 Cubans with criminal records or health problems. Many of these

people have been held in U.S. prisons or mental hospitals. In all, about 125,000 Cubans came during the 1980 exodus. A State Department spokesman. John Hughes, said the U.S. Cuha negotiations on immigration issues

have been "serious and businesslike" but he would give no details. "It would be premature to speak of Mr. Buckley denied there had any agreement," he said.

felt that in his two-year tenure "we to be "close to agreement," as was are moving toward a better analyti- reported Thursday in The Wash-"Let's face it," he said, speaking been going well, officials said, it is of the international climate, "there far from clear that an early agreeis a certain chill that people have ment is possible. A third round of described over the years. I like to talks is expected but has not been think we are a reasonably objective scheduled.

By expressing willingness to re-pancreas transplants.

sume the processing of immigrants from Cuba as part of a broader arrangement, the Reagan administration has accepted one of the demands presented by Cuba before the opening of the talks.

The resumption of such legal imtake back about 2.700 undesirable migration would find support refugees who arrived in 1980 by among many people in the Cuban boat from the port of Mariel, ad- community in the United States. who have asked that family memhers still on the island be permitted

to join them. Wayne K. Smith, former head of the U.S. interest section, or diploas of early 1981 about 15,000 Cubans were entitled to preferential status for immigration because of requests by their close family mem-

bers in the United States. In addition, Mr. Smith said, the United States committed itself to accept about 1,500 former political prisoners who had been released from Cuban jails before a special prisoner-release program began

with U.S. cooperation in 1979. Administration officials were unwilling to say how many Cubans might be permitted to immigrate in the event of an agreement.

Illinois to Fund Transplants The Associated Press

CHICAGO - Financially strapped organ-transplant patients could be eligible for up to \$200,000 in Illinois state funds beginning reported Thursday in The Washington Times. While the talks have law by Governor James R. Thompson. The law is designed to help those patients whose insurance benefits do not cover the "experi-mental" types of surgery they may need, such as heart, heart-lung and



ARTS/LEISURE

'Head to Head' at the Picasso Museum in Antibes

By Michael Gibson national Herald Tribung

ANTIBES, France — The Picas-so Museum in Antibes is a handsome, weatherworn fortress on the outermost tip of the penin-sula, built by the Grimaldis when they were powerful merchantprinces and turned into a museum to receive a collection of works Picasso donated to the city after the actist had been offered the hospiadity of the vacant palace one summer in 1946.

temporary shows presenting works both by Picasso and by other artists. This summer's shows are devoted to Jean-Michel Folon and to a constellation of paintings, sculptures, drawings and engravings that all refer in some way to two large cement sculptures of a woman's

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ART EXHIBITIONS

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the museum. The heads are the tumescent transformation of that of Marie-Thèrèse Walter, who, in 1927, at the age of 18, became the artist's companion and, in 1935, the

mother of his daughter Maya. Picasso spotted Marie-Thérèse in front of Galeries Lafayette, the Parisian department store. He introduced himself, but Marie-Theer heard of him. She found him to her liking, nevertheless, and in There is a permanent display of time, Picasso being then married to the works he donated, as well as Olga, she accepted living with Picasso in Olga's shadow.

> Their relationship lasted 20 tion of the early 30s is inspired by her Grecian profile.

> The interest of the little show about 30 works dated from 1931 to 1933 - resides in the diversity and also in the long-term progression apparent in this theme. The dominant pieces, the two cement sculptures that are quoted over and over again in the other works, are en-

Picasso's production.

Critics have compared them to "primitive fetishes," but that is an inaccurate description. A fetish refers to a supernatural force expressed in the strong formalization of its structure. Picasso refers to something quite different — to art history as a self-conscious process rèse, rather unexpectedly, had nev- and to his own "will to power" as the motor of his artistic activity.

These overpowering and impen-etrably inhuman heads assert this "divine right" of the artist to create a raw enigma and thrust it upon the world. There are some more classiyears, and part of Picasso's produc- cal pieces and also others that are even more explicitly full of reference to genital forms. Unfortunately the catalog gives no indication of the order in which the sculptures were produced. But the enigma of human sexuality as an inarticulate drive does seem to be the underlying motive of these works.

works that refer to these two monu-

trary brutality that so often marks gravings (1933) in which a sculptor the broadest possible public. and his model, both of them "clas- Chances are that he is as well

> The Folon show consists of 200 watercolors, engravings, tapestries and objects produced between 1970 and the present — the bulk of the show being composed of illus-trations for the writings of Boris Vian, Jacques Prévert, Guy de Maupassant, Guillaume Apollinaire, Jean Giono and Jorge Luis

manner is always characteristic and that is designed to be instantly peressily recognizable. His spectacular ceived the very opposite of Picascareer as an illustrator, designer of so's brutal esoterica book and magazine covers, painter That seems apparent in the latest of posters and inventor of animat- lon," Musée Picasso, Antibes, both ed cartoon titles for TV programs to Sept. 30.

head by Picasso that now belong to dowed with the strange and arbi- mental pieces — a sequence of en- have made him a familiar figure to

sically" rendered and nude, sit con- known today as, say, Picasso. But templating the strange work set be- this is something of a drawback fore them on its pedestal. Here only too, because we have seen Folons the sculpture is inhuman - the everywhere - and have seen them artist and his model are rendered in in the specific medium for which soft and flowing lines, poised at the they were conceived: the four-color base of this inexplicable divinity. printed page. This is equally true of many of the works in the present show - the works intended to illustrate the books of the authors iust mentioned.

In a way we expect these lowkey, gently fanciful works (Folon himself is a mild and gentle person) to be multiplied a thousandfold and sent out through the world. They belong to the age of mass nications even as they comment with quiet irony on the dis-Folon's hues in recent years have tress that this age produces. And so become more pastelish, but the they are a form of popular language

"Picasso Tête à Tête" and "Fo-



Painting of the artist contemplating a bust of Marie-Thérèse (detail), 1931.



Whalebone club from British Columbia is among Cambridge objects currently on view at Sainsbury Center in Norwich.

Some One-Day Art Outings for Visitors to London

By Max Wykes-Joyce International Herald Tribune

ONDON — Traveling recently on a train that stops at Oxford. a young American wanted to know what exhibitions I would recommend in Oxford, which she was visiting for the day.

I commended the Museum of

Modern Art, on Pembroke Street, a converted Victorian warehouse that customarily offers three simultaneous shows. Currently, until the end of September, the shows are: "Pierre Bonnard: Drawings," 114 drawings from the Alfred Ayrton collection; "Constructivism in Po-land 1923-1936," more than 90 paintings and sculptures chiefly from the Muzeum Sztuki in Lodz collaborating with the Kettle's Yard Gallery, Cambridge, and "Dreams — Visions — Metaphors," 119 photographs by the oc-

agenarian Mexican Manuel Alvarez Bravo. The series will be followed from Oct. 5 through Dec. 2 with work by Jorg Immendorff, etchings and drawings by Roberto Matta, and an homage to the Czech artist Jiri

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IN EUROPE & THE UK VIA SATELLITE

SKY MUSIC BOX
SKY-FI MUSIC
MY FAVOURITE MARTIAN
MOVIN' ON
MOVIE TIME
OLD MOTHER RILEY IN PARIS
ALL STAR WRESTLING
SKY MUSIC BOX

Archaeology, the nucleus of which were the cabinets of rarities of the antiquarian Elias Ashmole (1617-1692). The current exhibit, to Sept. 9, is a delightful show of prints and drawings, "Watteau and His Cir-

Especially worth seeing among the permanent collections are the Islamic pottery in the Department of Eastern Art and the engravings and drawings of Lucien Pissarro (1863-1944), eldest son of Camille Pissarro, and original woodblocks from which the drawings were made

> Also there is the vast collection of drawings and sketches created in England by such artists as Hans Holbein (1497-1543), Hubert Gra-velot (1699-1773) and Thomas Gainsborough (1727-1788).

Going to "the other place," the description traditionally reserved by Oxonians for Cambridge (and Cantabrigians for Oxford) there is the equivalent of the Ashmolean in the Fitzwilliam Museum on Trumpington Street. Like the Ashlections of one man, Richard, Vis-Cambridge his collection of paintings and prints, books and manu-scripts. The classical antiquities collections are considerable; but the fine art holdings were greatly enriched in 1912 by the Marlay Bequest, Charles Brinsley Marlay of Trinity College made the sensible proviso that such paintings in and with the proceeds better, if fewer, paintings should be bought. The Fitzwilliam received a further augmentation in the recent building of the Adeane Gallery, for the display of the contemporary collec-tions and visiting exhibits.

gave to the university along with their collection of works by Ben Nicholson, David Jones, Christo-vice executed in London by the

The other Oxford Gallery that is not to be missed is the university's Ashmolean Museum of Art and Usually the anthropological col-Usually the anthropological col-

> seum of Archaeology and Anthropology, but until Sept. 16 one needs to travel on from Cambridge to Norwich, to the Sainsbury Center for Visual Arts at the University of East Anglia, where the current show is "Great Anthropological Collections from Cambridge. The show consists of more than

300 pieces ranging in time from Captain Cook's voyage to Tahiti of 1769 to the Zande and Nuer artifacts from the Sudan collected by E. E. Evans-Pritchard in the 1920s and 1930s, and those from Papua New Guinea acquired in the late 1960s by A. M. and A. J. Strathern.

The Sainsbury Center often gives space to other museums and collections. The next visiting show, Oct. 9 through Dec. 9, is "Trading to Saturdays 10 A.M. to 5 P.M., Shapes: Chinese and Islamic Ceranics from the British Museum."

Sundays 2 to 5 P.M., closed Mondays: Ashmolean Museum, Beau-In Norwich, another collection

not to be missed is at the Castle Museum, where there is a large per-manent display of Norwich School olean, its genesis was in the col- paintings — work by the group of Museum, Trumpington Street, Tues-East Anglian landscapists much incount Fitzwilliam, who, at his death in 1816, left the University of Cambridge his collection of paint
Cambridge his collection of paint rival, John Sell Cotman (1782- lection, daily 2 to 4 P.M., exhibi-1842). Another major permanent tions, Mondays to Saturdays 12.30 display at the Castle Museum is to 5:30 P.M., Sundays 2 to 5:30 that of Lowestoft porcelain.

Nor must the enormous wealth of great houses open to the public be neglected by the day-out-of-London gallery-goer. In East Anglia, for instance, is Burghley his collection not considered of glia, for instance, is Burghley museum quality should be sold, House, Stamford, Lincolnshire, where until Oct. 7, the family silver collection is featured in a special display. Another collection at Burghley is that of more than 250 17th- and 18th-century Chinese

and Japanese porcelains Contemporary works also fea-ture in Kettle's Yard, the home of James and Helen Ede, which they to the university along with

Goldsmiths' Hall in 1682. (A fine lections of the university are to be seen on Downing Street at the Musilver wine bottles of 1699 now in the collection of Eton College.)

Another country house celebrated for its porcelain collection is Firle Place in East Sussex, the home of Viscount Gage, which has been in the Gage family since the 15th century. The collection of Sevres porcelain to be seen there is the finest in English private hands with the exception of the queen's.

The visitor to Firle need not be solely a porcellomane. Also to be seen there are paintings by Gains-borough, Reynolds, Van Dyck, can be measured by the prices paid Lawrence and Zoffany, as well as last March at a Dronot sale conmany Dutch and Italian works inherited from the Cowper family.

OXFORD — Museum of Modern Art, 30 Pembroke Street, Tuesdays days, Ashmolean Museum, Beau-moni Street, Mondays to Saturdays 10 A.M. to 4 P.M., Sundays 2 to 4

days to Saturdays 10 A.M. to 4:50 XIXe siècle Françai lery, Northampton Street, Ede Col-lection, daily 2 to 4 P.M., exhibi-tions, Mondays to Saturdays 12.30 NORWICH - Sainsbury Center

Anglia. Tuesdays to Sundays 12 noon to 5 P.M., closed Mondays, Norwich Castle Museum, Mandays to Saturdays 10 A.M. to 5 P.M., Sundays 2 to 5 P.M. STAMFORD, LINCOLN-

for Visual Arts, University of East

SHIRE — Burghley House, Mondays to Saturdays 11 A.M. to 5 P.M., Sundays to 2 to 5 P.M. LEWES, EAST SUSSEX -Firle Place, through September, Sundays, Mondays and Wednesdays only 2.15 to 5 P.M.

Empire Objets d'Art Due for Surge

that has been carrying neoclassics, its French variety, the Empire period (1803-1815), has been by-

Extraordinary contrasts in prices may be cited. In June 1983 a mahogany dining table made around 1840 by Johnstone Jupe & Co. of New Bond Street soared to an extravagant £35,200 at Sotheby's sale of English furniture. The circular top supported by a squat shaft resting on four sinuous legs terminated with claws reproduces a model executed thousands of times. A number, 1,399, stamped on the underside with the name of the firm suggests large-scale production. Even in that perfect condition a third of the price would have been

Such windfalls have yet to benefit Empire furniture and its continuation into the reign of Louis XVIII (1815-1824). How inexpensive the best of Empire furniture ducted by the auctioneer Christian Delorme.

The items came from a private collection that, in keeping with French obsessively secretive tradi-tion, was not identified. Several had been reproduced in art books published hand, the Empire cabinet was America

ormolu capitals of Egyptian inspi-ration at the top and ormolu leaves The Regency style has be

WHENEVER an upward perhaps the most beautiful piece of the exhibit on peoclassicism held at furniture created by the French area of the market, some categories cabinetmaker Alphonse-George 1976. While neoclassicism has been are left out at first. Despite the tide Jacob-Desmalter the son of the the object of in-depth scholarly

admired to be repeated several times, this specimen had been kept for his own use by Jacob-Desmalter. He eventually gave it to his son's fiancée, Hortense Ballu, in-

Souren Melikian

laying the top with her future marital monogram "HJ." A note of Jacob-Desmalter's granddaughter confirms the facts, thus documenting the splendid museum piece. It sold for a mere 200,000 francs. Even more startling in that sale

was a set of four mahogany fautevils inspired from the Ron rule chair. These were done by Georges Jacob. Probably executed in the opening years of the 19th century, they would grace any museum of decorative art. At 290,000 francs, the set is one of the year's best buys.

Some of the best Empire objets d'art were inexpensive too. At the beginning of the sale a pair of vases reproducing the Greek crater shape
— squat high-shouldered vases with short outcurving necks -matched in quality the furniture. The gold acanthus leaves alternatand magazines for their rarity. A ing with black lotuses at the bottom secretaire, or cabinet, with a drop-M. leaf front designed like a mahogany shoulders to serve as handles gave pedestal and a door opening on the it the monumental quality favored fuseum, Trumpington Street, Tues-left side is illustrated in the "Le by Napoleon I. The pair, 44 centimeters high, went for 44,200 francs.

left the small dealers goggle-eyed because run-of-the-mill empire secretaires usually go for a tenth of that. But there are thousands of las Lancret were sold for \$68,200 in these, whereas the pedestal cabinet New York in February last year. seems to be a unique model. Seen in True, they were bigger - 146 centithe context of what has been hap meters high — and more suitable pening to top-notch 18th-century for the flashy decoration currently furniture on the one hand and to favored by a new wave of buyers neo-Rococo furniture of the latter from such different quarters as the half of the century on the other Gulf, the United States and South

Another important lot in that the disparity in price between the sale may be considered cheaper still. A small rectangular mahogany table on X-shaped steel legs with d'art and their kitsch interpreta-The Regency style has benefited which will be analyzed next week.

work, the importance of which can-not be overemphasized in the art market today, no comparable effort has been made concerning French decorative arts of the Empire and Louis XVIII period. There is not a single monograph dealing with Louis XVIII furniture and the literature on Empire furniture does not rise above the level of coffeetable books.

The Empire period also suffers from a negative image. Anything connected with that period is still largely seen by the French in a political perspective. Bonapartist is a pejorative qualifier to a majority French people - and still a rallying cry to a small sector of rightist opinion. On the rest of the Continent and in England sympathy for the Napoleonic era is even

Several factors should reverse the situation. The United States is the leader when it comes to buying furniture, and there, in contrast to England, the Empire does not suffer from the same negative image

— American sympathies could even be argued to be reflected in the existence of an American Empire style. The same applies to South America and even the Arab

states - Napoleon is still seen with a favor of sorts in Egypt. The second factor lies in the enormous rise in price of the top layer of the 18th-century furniture and decorative art, and of the more spectacular forms of revivalist art of the second half of the 19th cen tury. Given the general dearth of goods, it seems impossible that the

Empire work should stay much longer in their current vacuum. There are a few scattered signs that things are beginning to move. The leading Paris dealers in top 18th-century furniture have expressed discreet interest in the period over the past three years. An extraordinary pair of consoles consisting of ormolu trophies was bought at one of Sotheby's sales in Monte Carlo two years ago by Bernard Steinitz, one of the eight deal-A variety of reasons account for ers grouped in the loose team called Antiquaires à Paris. Last but not least, a third factor should help boost the Empire decorative arts the current upward movement for 19-century paintings and drawings,

Earthly Misery Dominates Early Venice Festival Showings By Thomas Quinn Curtiss Konchalovsky, with the German and Maria, a healthy young flirt, is home and the daughter her hus-

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Fine Art Queliencers since 1766

VENICE — The 41st Venice Film Festival appears in its opening stages to be devoted to grim happenings: the grinding of the Italian peasantry under Musso-lini in "La neve nel bicchiere" (A

Glass Full of Snow); the Nazi persecutions reviewed in retrospect by Thomas Harlan, son of the notorious Nazi director Veit Harlan, in Execution with Four Voices"; Poles attempting to emigrate from Poland after the "liberation" in Krzysztof Zanussi's "The Year of the Peaceful Sun"; Philippine nuns Beyond).

These exposes of human miseries are all well-intentioned and one hopes salutary, but coming one upon another without relief they provide a monotonous diet. One of the initial offerings is a to cons

hybrid product: "Maria's Lovers,"

actress Nastassia Kinski as its heroine. It is always instructive to see

ourselves as others see us, and the scenario in question takes us to a community in rural Pennsylvania that has a population largely of Russian extraction and of Dostoev-MOVIE MARQUEE

ski-esque gloom. Its protagonist is a GI returned in 1946 from the war in the Pacific in which he has suffered mental damage. What we the Peaceful Sun"; Philippine nuns joining in the struggle for social reforms in "Sagandaan," and the theme of the homecoming soldier that was exploited optimistically in massacre of untouchables in India the 1946 movie "The Best Years of in Gautam Ghosh's "Paar" (The Our Lives." The Konchalovsky the 1946 movie "The Best Years of transposition of the situation might appropriately be called "The Worst Years of Our Lives."

Its subject, Ivan Bibic (John Savage), weds his boyhood sweetheart, the girl of the title, but he is unable imate the marriage as his

war experience has rendered him shot in the United States in English impotent — at least as far as his by the Russian director, Andrej bride is concerned. He leaves her,

COLLECTOR'S GUIDE

SWISS FOUNDATION Is looking for important pointings by: **MAURICE BRIANCHON** (1899-1979)

and **ROLAND OUDOT** (1879-1981)

Chiffre K 18-115327 PUBLICITAS, CH-8021 Zurich (Switzerland).

soldier maintains a worried look er, and an acceptable one by Scotti throughout, probably as mystified Wilson as the helpful officer, but, by his locked-up secret as the spec-tator. The film's best feature is pression.

There is a slick bit by Keith Carradine as the brash, guitar-struming seducer, and Robert Miturus long with its theatrical urgenchum plays the boy's boozy father, but he is infrequently seen. Konbut he is infrequently seen. Kon-chalovsky's first American effort is an experiment rather than an an experiment rather than an achievement.

nue, such as the self-defiling epi-

In "The Year of the Peaceful Sun," Zanussi, a Polish director, has also selected an American soldier as his hero and has taken for ination, in the period immediately after World War II. The hero is a U.S. Army officer who befriends two women who lost all in the havoc - the mother her health and

ANTIQUES

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Park Lane Hotel, Piccodilly, London 19 - 22 September, 1984 143 exhibitors from 14 countries 19 Sept. 6-9 p.m.; 20-21 Sept. 11 a.m.-7 p.m.;

22 Sept. 10 c.m.-2 p.m.

seduced by a strolling minstrel. The band. He falls in love with therbirth of her baby by the minstrel daughter and urges her to emigrate, curiously brings her wandering but their hopes are shattered. There husband back to the hearth cured are excellent performances by of his impotency.

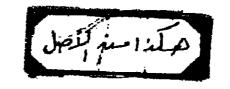
Savage as the troubled former

Maja Komorowska as the daughter and Hanna Skarzanka as the moth.

and her willingness to perform scenes usually not asked of an ingenue, such as the self-defiling cinema has adopted the Pinero opinion as law and enlarged upon cy dulled

in its English language release) is an example of that practice. Con-tending as an Italian entry in the Venice prize competition, it has an interesting script by Suso Ceechi d'Amico. An amnesia victim, mihis background the retrieved territories of Poland, under Soviet dom-undergoing treatment in a mental. undergoing treatment in a mental. clinic. His photograph appears inthe newspapers and various families claim him as a relative who disappeared in World War I.

The general idea recalls Piran-dello's "As You Desire Me," but Pasquale Festa Campanile's direction lends the material a fresh ap proach. For the first hour it holdsattention firmly. Thereafter it tends to overplay the contents of its complicated plot and weakens dramatically. Ben Gazzarra as the bewildered man who has forgotten his past and Giuliana de Sio as the woman who struggles desperately to hold him provide acting of the first order, and the supporting per-formances, too, are commendable. Despite its decline in its latter half, it is superior to the dozen other films that already have been screened here.



Warnings out

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AEROSPACE

A SPECIAL REPORT

SATURDAY-SUNDAY, SEPTEMBER 1-2, 1984

High **Stakes** In Race To Space

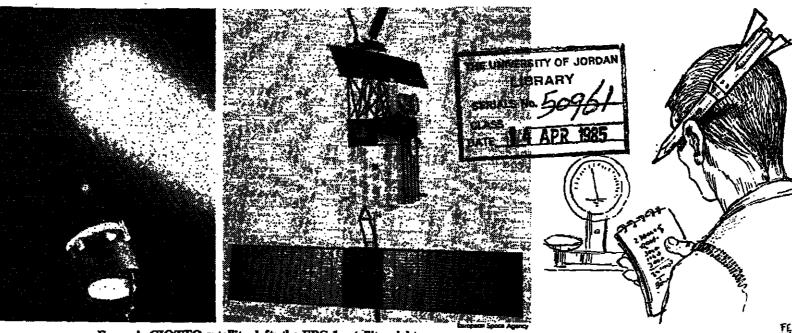
By Jonathan Miller

WASHINGTON - The crowd at the Kennedy Space Center was in a state of high excitement as the space shuttle Columbia lifted off from the launch pad, precisely on time, on February 6. In the VIP viewing area camera shutters with the sticket are durk territories of the second state of the sec clicked like crickets at dusk amid the thunder of the rockets as the shuttle rose from the launch pad.

But that evening, as officials were preparing for a celebratory cocktail party, the news was flashed from mission control. The first satellite to be deployed, West-ern Union's sixth Westar for domestic American communications. had been lost in space. The rocket motor attached to the Westar had misfired after the satellite was ejected from the cargo hold. The satellite, insured for \$105 million, was spinning uselessly in the wrong orbit, and appeared a total loss.

That night and through the next day, as the shuttle revolved the earth with a second satellite, owned by the government of Indonesia, still on board, officials pondered whether to deploy it. After hours of discussion, they decided that the Westar 6 loss was a fluke. The or-der to go ahead was radioed to the shuttle astronauts. Out of the cargo hold went the Indonesian Palapa satellite. The command was sent to fire the rocket motor on the satel-lite. And the motor misfired. The Palapa, insured for \$75 million, was another total loss. It was the shuttle's blackest day: two satellites launched, two satellites lost.

Four months later, the newest shuttle in NASA's fleet, the Dis-(Continued on Page 9)



Europe's GIOTTO satellite, left; the ERS-1 satellite, right.

The End of the CAB, and of an Aviation Era

By Douglas B. Feaver

WASHINGTON — On New Year's Day, the Civil Aeronautics Board will become a rarity in the history of U.S. regulatory agencies. It will cease to exist.

Since 1938, the CAB and its predecessor agency have overseen almost every aspect of U.S. airline operations, from determining the fare between Peoria and New York to picking the airline that would fly the route.

But the deregulation of the domestic airline industry is now virtually complete. The last chapter of the Airline Deregulation Act of 1978 called for the death of the CAB and its authority over routes and rates.

Domestic airlines are now free to fly anywhere they want and to charge anything they can get, a fact that has brought dramatic change to U.S. aviation and is blamed indirectly for the bankruptcies of three major carriers — Braniff, Continental and Air Florida. Both Braniff and Continental are flying again after reorganization.

Dan McKinnon will be the last chairman of the CAB. Mr. McKinnon, owner or part owner of two radio stations and two television stations, came to the board in October 1981 with little regulatory experience, strong Republican credentials and a commitment to close the place down. "I thought I was coming for a year." Mr. McKinnon said in an interview. When he took the CAB chairmanship, deregulation had progressed so far that Congress was talking about ending the agency's life even earlier than Jan. 1, 1985.

That so-called early sunset never happened, but there is no question that the CAB will go out of existence. Its 368 remaining employees received their formal termination notices Aug. 10, but some remaining functions will continue, probably in the Department of Transportation (DOT).

Congress has already passed legislation that switches responsibility for international aviation to DOT along with a domestic program that provides federal subsidies for scheduled airline service to some small or remote

This year, with the end of the CAB in sight, both houses of Congress have voted to retain the CAB's consumer protection regulations and transfer enforcement of them to DOT. It is expected that technical differences between the House and Senate versions will be resolved later this month when Congress returns. Mr. McKinnon has been a strong supporter of continu-

ing the consumer protection regulations; in fact, he sees them as essential to preventing reregulation of the airline industry. "If we get just a few bad apples, the pressure will build to totally reregulate; I don't want anybody to get that upset," he said.

The major consumer protection rules require that: Airlines provide no-smoking sections.

Airlines compensate passengers who, because of overbooking, are "bumped" from flights on which they

 Airlines compensate passengers whose luggage is · Charter operators hold passengers' advance pay-

ments in escrow to preclude disappearing charter flights, a problem in the early 1970s.

Additionally, the CAB recently adopted a new regula-tion that attempts to control so-called display bias in computer reservation systems that most U.S. travel agents use when they arrange flights for their clients.

Travel agents book about two-thirds of all domestic airline travel. Most agents do so through computer reservation systems sold or leased from either American or United Airlines, the nation's two largest carriers. Both American and United systems favored their own flights in displaying possibilities on the computer screen. The rule prohibits such bias, which smaller airlines claimed was depriving them of access to customers.

Mr. McKinnon said one major reason for continuin the consumer protection standards was that many individual states were talking about imposing their own stan-dards if the CAB rules disappeared. "Can you imagine the confusion for an airline if Massachusetts, California and Wyoming came out with their own rules?™ he asked. Federal regulations pre-empt state action.

Europe Asserting 'New Independence' In Fighter Project

By Axel Krause

PARIS - Shortly after five West European defense ministers signed an agreement in July to press ahead with joint development of a new tactical lighter for the 1990s, a se-nior British industry official commented that "this is our chance to lead in a key area of aerospace technology, but if we fail, it will probably mean turning to the United States — nobody in Europe wants that."

The comment increasingly is be-ing echoed by civilian and military aerospace planners on both sides of the Atlantic, It reflects Europe's growing determination to continue pursuing multibillion-dollar proects on its own in such crucial areas as the new lighter aircraft. military helicopters, weapons sys-tems, passenger planes, advanced engines, as well as space lounchers and satellites, including those with military applications.

In the spirit of what has been termed Europe's new independence," moreover, new cooperative projects are expected to go forward even if they are costlier and inferior in performance to comparable U.S. technology and equipment. That may mean the United States, in the years ahead, will have to accept playing what Aviation Week recently described as "a subordinate subcontractor, or vendor role." on the European aerospace scene.

As a senior West German aerospace executive put it: "There will never be another F-16 project in Europe — at least not if we can help it." He was referring to the General Dynamic's \$2.8-billion contract to co-produce its F-16 in several NATO countries, the largest trans-Atlantic venture of its kind that is now nearing completion. "It is not, as some are saying

added a French official, "but it is a matter of building European independence, in a strategic and economie sense.

The trend reflects — and is fuel ing — the heated debate within NATO over not only the sharing of the costs of new technology and weapons, but also the shaping of NATO's military strategy and po litical goals. Former U.S. Secretary of State Henry A. Kissinger recent described it as "an exceedingly dangerous situation," and described the tensions within NATC as "unprecedented and unsettling. want European alliance partners to increase their contribution to NATO defenses, at a time when they are evaluating the substantial costs to American taxpayers of defending Europe and seeking ways of reducing budget deficits.

But the Europeans say that they cannot afford to make new, major efforts unless the United States makes a sincere effort to establish what is widely referred to in the industry as a "two-way street" in arms trade. For the United States, this would involve transferring highly sophisticated U.S. technol ogy to the European arms industry to produce new equipment in Eu rope, while buying more European military technology and equipment. Neither trend appears to be materializing, although the trade imbalance will be reduced some-what because of a recent decision by Washington to buy 27 French German Roland missile systems. aimed at improving air defense in Central Europe and that will be deployed in 1987-89.

According to NATO sources, the U.S. surplus in arms trade with

(Continued on Next Page)

Soviet Military Aviation on Display At Farnborough Show for First Time

WASHINGTON - Soviet aircraft will be on display at the Farnborough air show in England this week for the first time in the show's history, and Western observers are hoping to see something new. The planes themselves will not be new if the Russians are true to their announcement — two fixed-wing transports and a helicopter, all of which have been displayed at the Paris air show - but specialists will be looking for airframe and engine details that have not so far appeared outside the Soviet Union.

And there is a chance that upgraded versions of the types announced will be shown. The Rusand landing transport, an Hyushin forces.

Mil Mi-26 large helicopter. John W.R. Taylor, editor of the authoritative "Jane's All The World's Aircraft" reference book, hopes the Antonov on display will be a production version. If it is, he says, "we might learn something from it." Mr. Taylor is also hopeful that the Ilyushin transport will actually be an Il-96, which features more

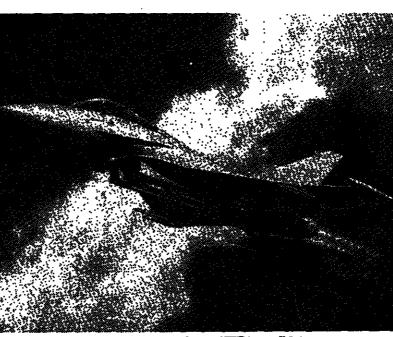
Not on the list of Soviet planes to be displayed at Farnborough is a during a major war in Europe. transport the Russians call Ekranoplan. Press reports this summer say the revolutionary plane, which uses the wing-in-ground effect (WIG) principle to fly at low altitudes and high speeds, could carry hundreds sians have said that they will send of troops quickly over the Baltic an Antonov An-72 short takeoff and North Sea to outflank NATO

powerful engines.

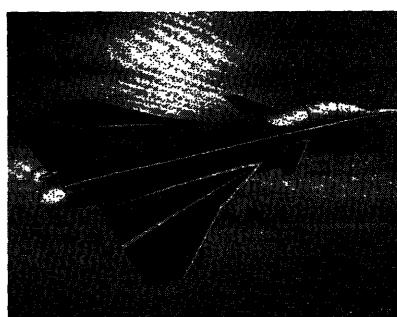
so technically challenging, opera-tional versions of the Ekranoplan probably will not appear for some time, if at all. There are those who think the same might be said of an American airlift capability that matches the requirement. Although the Military Airlift Command has responded well to a number of crises, including the 1973 Arab-Israeli war, there would be significant delays in the movement of materiel

An airlift master plan that spells out the problems and ways to get around them "appears to offer a long-range solution to airlift short-falls," said Admiral Wesley L. Mc-Donald, head of the U.S. Atlantic Command, "but it is a long range

(Continued on Page 10)



The British design for its FEFA candidate.



France's candidate for FEFA, by Dassault.



Parant Sanding

Europe Asserting 'New Independence'

Europe exceeded \$1.8 billion last

by growing unemployment and heavy trade deficits, also are driving the Europeans. Top industry and government officials in London, Paris, Bonn and Brussels are not bashful about telling American visitors that they view the U.S. market for civilian and military aircraft and equipment as highly protected; that they consider the Reagan administration heavy-handed in its dealings with the allies over transferring technology. But what matters most, Europeans say, is their determination to build a modernized industrial base from which United States and Japan in the

years ahead. Officials note that a total of some \$00,000 jobs are at stake in the major European aerospace companies, many of which have cut back employment levels because of stagnation in orders at home and in such key export markets as Latin America and the Middle East. Many European aerospace companies foresee no recovery until the end of 1986, at the earliest, and they emphasize that their intention is to be positioned for the expected

Cooperation among European aerospace companies is not new. During the last two decades. France, Britain and West Germany have established about a dozen major cooperative ventures, some with outside partners, and each have been actively supported by their governments. These include the French-British Concorde, the European Space Agency's Ariane launcher, the Alpha, Jaguar and The project is beset by major Thatcher. Most sources said they transall military planes, the Airbus jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project is beset by major Thatcher. Most sources said they expected the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project is beset by major Thatcher. Most sources said they expected the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project is beset by major Thatcher. Most sources said they expected the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the French-Italian ATR 42 not resolved could threaten its function of the project among jetlinen the project land and other French-German Dassault-Breguet, which plans to gins September 2.

missile systems, and Europe's larger fly its demonstration model in A new military transport

"In a sense, the Tornado is the ers in the project, adding quickly be European. that "what is lacking in our latest Meanwhile, British Aerospace venture, the new fighter, is a argues that leadership and headactively negotiated."

to compete head on with both the over work division among the Eu- with France and West Germany. cooperative ventures are currently shaping up for implementation in the 1990s. They include the follow-

> • The new tactical fighter known as the Future European Fighter Aircraft, or FEFA. At their July meeting, defense ministers of Britain, France, West Germany, Italy will use General Electric GE-404 and Spain, signed an agreement to prepare a feasibility study, which they will take up at their next meething in March. Developing and building some 1,000 FEFAs, in-cluding 200 for export, could gen-erate more than 530 billion in orders for the five countries that want to participate. Assuming the program materializes, the first fighters would be operating by 1995, replacing British-French Jaguars in Britain and later, McDonnell Douglas F-4 Phantoms in West Germany and Mirage fighters in

nados, (out of a total 809 planned officials also insist that Dassault U.S. technology, mainly the radar Tornado has yet to land a single export order.

French officials also have repeatmodel." said a senior executive of edly emphasized that Paris is deter-British Acrospace, one of the lead-mined that the new fighter project Hercules and Transalls made by

French dimension and that is being quarters should be in the United Kingdom, and has warned that Amid looming problems of financing and heated disagreements

Britain may pull out if it does not
obtain an equal role in the project ropeans, notably between France British Aerospace officials note and Britain, a wide range of new, that its demonstrator plane also will be flying in 1986 and that it the RB-199, which is used in the Tornado and is manfactured jointly by Rolls-Royce of Britain, the MTU engine company of West Germany and Fiat Aviazione of Italy. The Dassault demonstrator

> However, France's state-owned SNECMA is developing its engine early-warning system currently candidate, the M-88, for use when the FEFA program is established.

Government and industry sources on both sides of the Atlan-FEFA as the latest and a major test of Europe's ability to cooperate. be resolved by political leaders, probably France's President François Mitterrand. West Germany's ain's Prime Minister Margaret commuter plane, the Euromosile ture. A crucial issue is design lead- intense discussions during the marketing firm that handles Ro- ership. France's state-controlled Farnborough air show, which be-

(Continued From Previous Page)

Tornado fighter-bomber. A fied to direct the development of process and for Panavia, the British-German-Italian consortium political motivations, influenced

Tornado fighter-bomber. A fied to direct the development of the airframe, and is urging that preliminary industry study level, lished in Paris, French government involving Lockheed-Georgia of the United States, British Aerospace, during the program's 20-year dura- has an excellent track record on France's state-owned Aérospatiale. tion ending in 1989) noted that exporting its planes, notably Mi- and West Germany's Messereach plane contains only 3 percent rage jet lighters, and note that the schmitt-Böl-kow-Blohm. The basic idea is to develop a new transport plane to replace existing fleets in the United States and Europe. which include Lockheed's C-130

> Aérospatiale and MBB. "Our military transport planes are aging and too small and we are seeking a condensed version of all our needs, by around 1995," an executive of the French company said, although he readily conceded that Lockheed, because of the substantially larger U.S. market, probably will play a dominant role in the project. They probably would take two-thirds of the hundreds of planes we eventually produce." he

Sources close to FIMA said that a first, draft report on the industrial feasibility of the project will be completed by the end of this year. They emphasized that the plane could be designed to incorporate a key, European requirement: an available only in Boeing AWACS and Grumman Aerospace's E-2C Hawkeye planes.

FIMA is one of the very few tic view the controversy over the examples of emerging trans-Atlan-FEFA as the latest and a major test in cooperation, along with several of Europe's ability to cooperate, aircraft engine projects for passen-but they feel that, ultimately, it will ger planes in which United Tech-be resolved by political leaders, nologies and General Electric in the United States are participating. Europe also is cooperating with U.S. National Aeronautics and Space Administration in several

> Space projects of the European Space Agency. Two key programs were approved by ESA, which could provide Europe with its first capacity to build an independent, permanent manned space facility and to cooperate with the United

States in its space station program. These include a projected space station, known as Columbus, which would develop modules and sys-tems for use with the planned sta-

Columbus was proposed by Germany and Italy, which indepen-dently financed initial develop-

tion of NASA but could be expand-

ed into a European station during

the 1990s.

ment work on their own. Largely at the urging of France, ESA also will now develop a new cryogenic engine, known as the HM60, which will be designed to power the Ariane 5, a new highly advanced version of the present Ariane launchers that France is also proposing to other ESA mem-bers. Backed enthusiastically by Laurent Fabius, France's prime minister, the engine project is a key first step, whose estimated development costs will total about \$140 are expected when ESA's member governments meet in Paris during that the PAH-2 will use a new en-October. Industry sources estimate that the projects will require a total \$220 million in financing. President Mitterrand also has

proposed that Europe establish a military satellite program for its future defense needs, but this has not yet taken concrete form.

 Helicopter projects, notably a new French-German attack heli-copter, known as the PAH-2. Mr. Mitterrand and Mr. Kohl signed an agreement on May 29 to jointly develop the second-generation helicopter, which will require about \$750 million in outlays during the next eight years. The first protoed as a major breakthrough in co-operation between the two govern-eration helicopter for the 1990s, have jointly established successful widely viewed as its bid for design

The memorandum also specifies gine, which will be jointly devel-oped by MTU and Turbomeca of France and that both projects will be directed by joint companies based in West Germany and

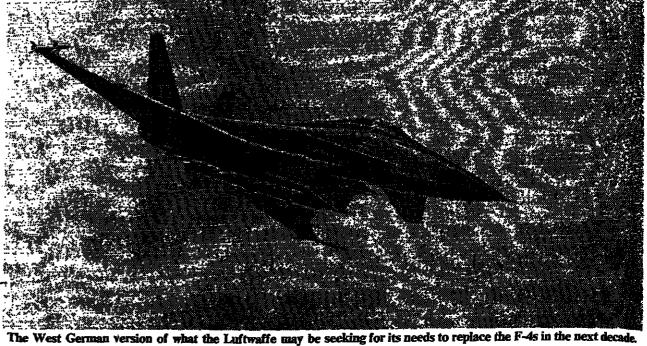
Rolls-Royce and Turbomeca agreed earlier this year to cooperate in still another European helicopter project, known as the RTM 322. It will be a candidate for use in a helicopter being developed by Westland of Britain and Agusta of Italy, the EH101.

Meanwhile, MBB, which is a key participant in the French-German type is scheduled to fly around project, is already planning coopermid-1987 in what has been present- ation with Westland, Aérospatiale ments. Although Paris and Bonn known as the TH-3. In what is aerospace programs, they have re-peatedly failed to agree on the joint construction of a new battle tank. helicopter, which first flew in 1982,

should become "an MBB study for the new helicopter.
While most of the European pro-

jects are proceeding on schedule, the controversy over the FEFA sill could result in its failure, with important repercussions for the Unit. ed States. Indeed, a senior West German Defense Ministry official emphasized in a recent interview that Bonn has not ruled out some form of cooperative arrangement with the United States, or even an outright purchase of a new U.S. aircraft. "Germany will cooperate with its European partners to find a joint solution, but we will keep our options open," the official said.

What alternative might be acceptable to the German govern-ment? "An engine made here, for example, the rest bought elsewhere, like in the United States," he said. "Insofar as Germany is concerned, the final decision has not yet been made, although like the French, we will be striving for a European so-



est cooperative venture yet, the 1986, believes that it is best quali- plane, known as the Future Inter-Final approval of both projects

Safety in Number of Engines? Ruling in U.S. Is Expected to Clarify Issue By Bob Burkhardt

WASHINGTON - Is there really air safety in numbers? Are three or four, or more engines on an airplane safer than, say, two en-

The Federal Aviation Administration, air transport's safety watchdog agency, is seriously considering this question and will soon issue a ruling that clears the way for airlines to operate twin-engined jet transports nonstop across the

Trans World Airlines, in anticipation of this ruling, recently ap-

use its twin-engined Boeing 767s in petitors, as People Express and Vir-regular trans-Atlantic operations gin Atlantic. starting October 28.

TWA's fleet includes 10 B-767s, all of which can be easily modified for trans-Atlantic service. They would be particularly useful during the slack winter months when traflic does not justify flying jumbo B-

The principal advantage of using two-engined plane is financial. are under considerable economic

quate airport.

In 1964 the International Civil pian Airlines from Dunes Amport Management of the Aviation Organization adopted a nonstop after a flight of 13 hours 17 "It is a good time now for the number that said that four-engine aircraft could not fly routes that were at any point more than 90 minutes' In normal commercial service.

In normal commercial service, bus Industrie. "But to make such think it is

Being able to use a twin on long overwater routes "would present economies of operation, certainly in the off-season, or on long, thin toutes," a TWA official said.

Other airlines - El Al Israel and Air Canada are being mentioned -747s between New York and Lon-don, as well as to other points in approves the TWA application for exception to the 30-year-old rule, which says that transport jets having fewer than three engines Airlines flying the North Atlantic may not operate over water on a than one hour's flying time [at one on the airplane. engine out airspeed] from an ade-

> complicated piston engines. Engine failures were not exactly common. but they happened often enough to ing. make the FAA cautious even when

plied to the FAA for permission to pressure from such cut-price com-rules into conformity with the rest

This can be done because of the great reliability of the turbine engine. A Boeing study on power-plane dependability found that over the last 25 years a 200-plane artine fleet of modern living ist.

This can be done because of the greaty flying nonstop 5,000-mile Montreal-Tel Aviv flights when the greaty flights of modern living ist.

Air Canada, which will take de-

same — most commonly running ago received a waiver from the out of fuel — then all engines step FAA so Eastern Airlines could fly running of course and it does not nonstop Caribbean flights. With route that "contains a point farther matter how many engines there are Boeing now pressing hard for a

This is an FAA rule, first put also notes that cruise is the safest part of a flight. Most engine fail- tion process to allow Eastern to use ures occur at the high stress periods
the A300 on long overwater flights
of takeoff, climb, descent and landparticularly New York-San Juan of takeoff, climb, descent and land-

approving three-engine aircraft for the 767-ER (extended range) earlilong overwater operations. In 1964 the International Civil pian Airlines from Dulles Airport

Ethiopian's 767ER will carry a full an important change we think it is port after failure of two engines.

Now ICAO has a world standard that says that twin-jet transports may be used for overwater (lights if ery flight, the Pratt & Whitney they can reach an adequate airport powered B-767 maintained an av- to listen to everybody that might

airline fleet of modern twin jets, livery of a B-767ER in October, flying 2,500 hours a year per plane, says it needs the aircraft for its might experience a double engine scheduled nonstop flights from failure for unrelated causes once in eastern Canada to the Caribbean. In addition to the B-767, the Air-

In cases where the cause is the bus Industrie A300 several years on the airplane.

Boeing — which is pushing the Boeing — which is pushing the FAA to make the rule change — itself in an anomaly.

Having used the FAA's Airbus Industrie said the excep-One of Boeing's newest models, tion process should not be used by the 767-ER (extended range) earlinonstop trans-Atlantic overwater

important to go through the rule-

The FAA takes a long time to change its basic rules since it tries

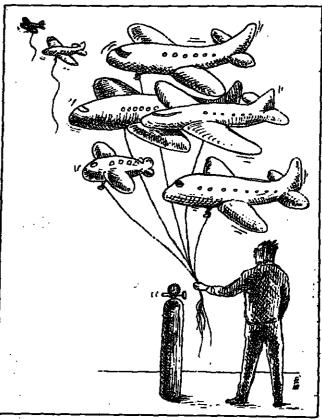
El Al, which has modified its B-767s to meet the ICAO standard is exception for the B-767 is the company's vice president for govern-ment technical liaison, John M.

> He said that the FAA's present rules "do not take into consideration present airliner design, technology and capacity" as well as "modern weather forecasting, airport facilities, navigation aids and long-range facilities.

> The FAA has the authority to utes' rule and should do so, Mr. Swihart said. The agency apparent-ly agrees. In its 22-page "advisory circular" the agency says any twin jet seeking "airworthiness and operation approval" for extended the FAA's "fail-safe design con-

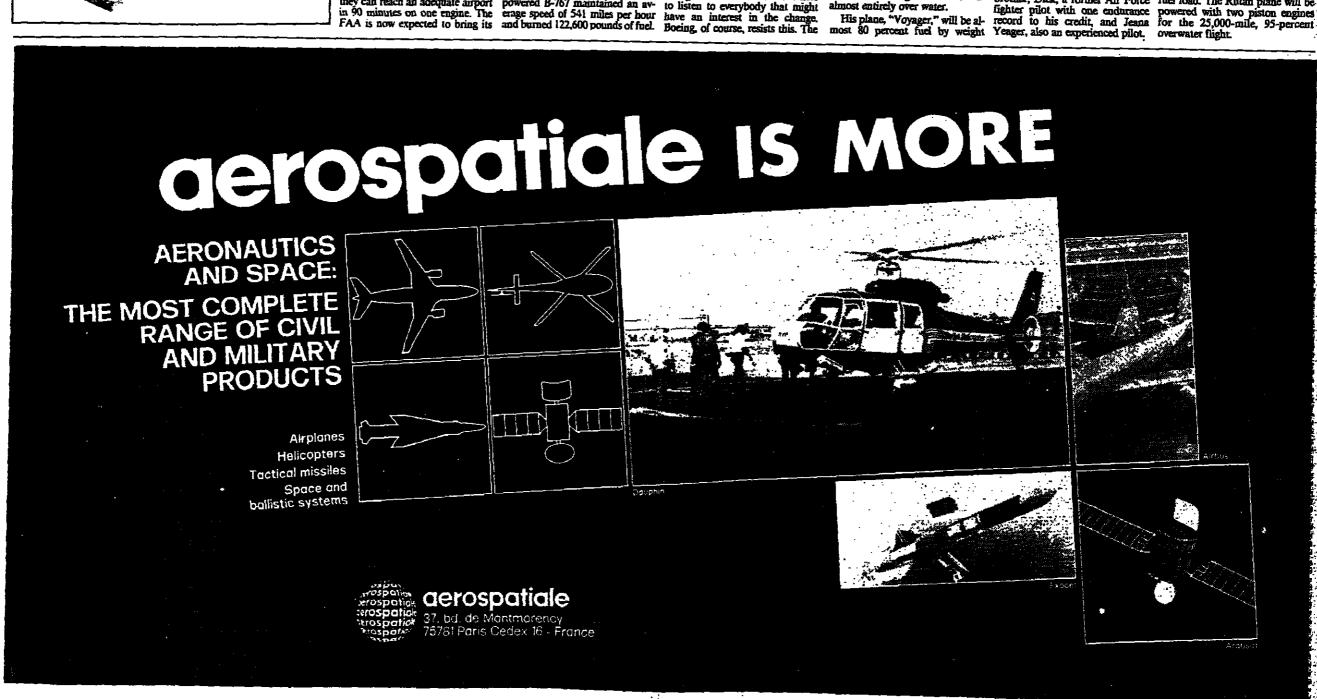
Older B-767s can meet the design concept through modifications that must include additional backup systems, particularly for electrical supply, as well as "isolation of systems and components so that failure of one element will not cause failure of the other".

Meanwhile, in California, an innovative aircraft designer, Burt Rutwin-engine plane that will carry a Force base next spring. The crew of but it will be many thousands of crew of two nonstop around the world, and along a route that is almost entirely over water.



when it takes off from the world's Their plane has a wing span al-

tan, has engineered and built a longest runway at Edwards Air most the same length as the B-767. two will consist of Mr. Rutan's pounds lighter even with its heavy brother, Dick, a former Air Force fuel load. The Rutan plane will be lighter pilot with one endurance powered with two piston engines His plane, "Voyager," will be al- record to his credit, and Jeans for the 25,000-mile, 95-percent



The High Stakes In Satellite Race

American carriers for a price lower

than the one charged to members of the European Space Agency. The Europeans only ritualistical-

ly deny that Ariane is subsidized.

Privately, they admit it is, and shrug their shoulders. So is the

shuttle, they say. Curiously, at

NASA, the reaction is exactly the

same: a ritualistic denial, followed

by the claim that, "so is Ariane."

So for the satellite operators, therefore, the situation is a happy

one. No matter what launcher they

select, the price is subsidized (cur-

rently about \$30 million to launch a

similar satellite on either system,

with the price expected to edge up to around \$50 million over the next

On a technological level, the dif-

ferences between the shuttle and

the Ariane could not be more pronounced. While NASA's system has extraordinary potential, its

shuttle is complicated because it is

manned and because it is reusable.

This has not made it reliable.

NASA is far from establishing the

24-launch-per-year schedule that it originally claimed would constitute

"operational" shuttle program.

NASA, too, has not yet perfected

the business of moving cargo from the shuttle to higher altitudes. Be-

cause the shuttle only flies a few

hundred miles into space, high-alti-tude satellites (including all com-munications satellites) must be

ejected from the shuttle, to be pro-

pelled to the proper orbits by mini-

rocket upper stages. These upper stages, as the owners of Westar 6 and Palapa B-2 can attest, are not

Where the shuttle is complicated

and ambitious. Ariane is simple and traditional. Based on a concept

identical to that used by the Ger-

mans to produce the V2 rocket dur-

ing World War II, the three stages

of the Ariane can boost a commu-

nications satellite directly to a

the satellite is synchronous to the

There is more to the competition

than money. National and Europe-

an community pride is at stake.

Irrespective of whether the next big

thing in orbit proves to be direct

satellite broadcasting, space sta-

tions, spy satellites or pharmaceuti-

cal factories, space transportation

will remain the essential prerequi-

site for nations to exercise sover-

But the most important thing to

remember for the future of space

transportation is how fickle it all

can be. Now that Ariane is working

table. Rocket systems are notori-

eign projects in space.

tween the shuttle and the Ariane

300-mile service altitude

rotation of the earth.

yet foolproof.

few years.)

(Continued From Page 7)

covery, was perched on the same launch pad in Florida, waiting to take off. The countdown proceeded to the final seconds. And abruptly stopped. The next day, NASA tried again. Across America, the breakfast-time television programs switched to a live feed from the Kennedy Space Center. The rockets fired. Then they stopped. The shuttle stayed on the pad.

The Americans are gloomy at the year's failures in the shuttle program. They could not have come at a worse moment. Because for the first time since the dawning of the space age, the Americans have lost their monopoly as the non-Soviet bloc's single satellite-launching administration

But NASA's main competitors, a consortium of European aerospace companies led by the French, are as joyful as the Americans are grim. After pulling their Ariane satellitelauncher program through some carly teething troubles, the European Space Agency and its affiliated marketing group, the Arianespace Company, have produced a spotless record of launching successes inis year, including the first launch by a European rocket of an American communications satellite.

From its launch base in Kourou. French Guyana, the Ariane has put into orbit a large communications atellite for Intelsat, the global satellite for Eutelsat, the organization ii European telecommunications

The last two were launched on the Ariane 3, a new and improved ersion of the Ariane that can protect two satellites into space at once. Arianespace has recently capped its successes by announcing another firm order to launch an American satellite, from Satellite Business Systems the American communications company in which IBM has a majority stake.

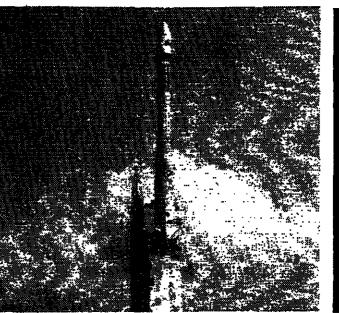
Vast sums are at stake in the space transportation business. There are lots of wild estimates of the scale of the satellite-launching business between now and the year 2000. But even the "low" estimate produced by a team of satellite experts at the Battelle Labs in Columhus. Ohio, forecasts a market to launch 437 non-Soviet bloc satellites between 1984 and 1999; their "high" model suggests the number could be 823. (Significantly, the numbers exclude military satellites. So the market is actually bigger.)

A very rough estimate, assuming an average \$50-million price tag for each launch over the period, is that the payloads are worth \$22 billion under the lowest estimate and almost twice as much under the high

Battelle's forecast predicts the shuttle will launch at least 42 percent of non-Soviet, non-military space cargos through the year 2000. Battelle believes that Ariane can expect to win at least 15 percent of the market and will compete with the shuttle for 28 percent of the payloads. Battelle believes that other launchers, being developed by the Chinese, Japanese, Indians and some American private companies, and the few remaining expendable launchers to be used by NASA, can toeether expect a 15-percent markei share of payloads.

The competition between the huttle and Ariane is focused on the 28 percent of payloads that Battelle considers up for grabs. These payloads can be said to be worth very approximately) more than 511 billion under Battelle's high estimate of demand and \$6 billion under its low estimate.







A SPECIAL REPORT ON AEROSPACE

Left, the first use of SYLDA, Ariane's dual launch system; right, the spacelab on board the U.S. space shuttle.

(And Now) the Spaceman in the Gray Flannel Suit

By Theresa Foley

WASHINGTON - Having lost the race to put the first man in space, the Americans are aiming for a different distinction. When the space shuttle Discovery blasts off from the Kennedy Space Center on board will be the world's first space businessman.

Charles Walker, an engineer employed by the Mc-Donnell Douglas company of St. Louis, is the first of what is expected to become a large group of civilian astronauts who will be lofted into orbit with the sole

objective of making money for their employers.

Mr. Walker's assignment will be to operate a miniature space factory. Using a biological-separation process called electrophoresis, the factory, owned by McDonnell Douglas in a joint venture with the John-

tured in the microgravity of space. If his mission succeeds, the materials he produces will be used in clinical testing later this year.

Mr. Walker's space mission is the most visible

element in what has become a broad American policy objective of commercializing space. Encouraged by the Reagan administration, there is a new wave of enthusiasm in America for both entirely new space enterprises and for the privatization of space activities that have until now been the monopoly of the government itself.

Space commercialization is a broad term that covers many specific activities. Until now, the only truly successful profit-generating commercial space activity has been communications satellites. The Reagan ad-

recessing.

But a host of political and economic problems have made the broad commercialization of space seem like are just over the horizon. a long-range objective rather than an immediate pros-pect. The administration's hopes to privatize the nation's weather satellite system ran into a storm of protest in Congress. The more limited goal of turning over only the earth-exploration satellites (or remote sensing satellites) is running into problems because it appears certain that large government subsidies will be needed to make the proposition attractive to private enterprise.

The American intention to exploit the final business

maceuticals that can only be economically manufac- satellite communications can be repeated by private- conference on space business opportunities sponsored sector investments in earth observation satellites, by the American Embassy in Switzerland earlier this space transportation systems and materials year, Wolfgang Demish, an analyst with the First Boston Corporation, a securities and investment firm. dismissed the notion that tomorrow's space factories

He said that shortcomings in the space shuttle. particularly the limits on the time it can spend in space and the amount of electricity it can provide, mean that it does not provide companies with a good basis for doing business in space. "The spare power available [on the shuttle] is only about enough to run a toaster, a tea kettle and an electric skillet all at one time, without popping a fuse," he said. "While this is adequate to make breakfast, it is clearly more suited to meet

U.S. Manned Space Station Now Running Behind Schedule

By Anita Schrodt

NEW YORK - In January, President Ronald Reagan issued what has come to be called the "space station initiative" — that the United States would have a manned space station in operation within the

Within three months, there had been dozens of special conferences, some privately sponsored and some government sponsored, on the space station initiative." Despite the possibility of Congressional and bureaucratic delays, potential changing of the guard at the White House and the ongoing dispute over manned vs. unmanned, a space station appears to be the next logical step in the U.S. space program.

There has already been a slip in the timetable, with the National Aeronautics and Space Administration running about two months behind its original schedule for issning requests for proposals on two-year design and definition contracts.

All told, a U.S. space station, manned by a crew of six to eight, will mean some \$8 billion (possibly more) in U.S. government funds distributed to private industry, not to mention privately funded programs linked to an operating space station.

On top of that could be another \$4 billion or so in space station projects from foreign participants, most likely Japan, Canada and the European Space Agency. The U.S. Congress has appropriated \$150 million

for the 1984-85 fiscal year to get the space station off the ground — or at least, onto the drawing boards. Those funds will provide initial payments on what will ultimately be about \$800 million in preliminary de-sign and definition contracts, viewed as the crucial ement in the 10-year program, according to NASA. In its authorization bill, in part to overcome objec-

tions from the scientific community to the manned element of the space station. Congress clearly stipulat-ed that NASA give substantial attention to the development of automation and robotics in space station

"We're attempting to put a program together to determine how much man and how much machine," said one top NASA official. "Our drive is to push automation and robotics as fast as we dare."

The scientific community, which also objected to the man-on-the-moon aspect of the U.S. space program in the 1960s, has maintained that permanent manning of a space station represents unnecessary

so well, the only thing that its backers cannot ignore is their fear that a chain of disasters could turn the However, NASA-commissioned studies have indiously pesky, and the Ariane itself cated a marked preference by the potential commercial users for permanent manning of a space station -

not to mention the traditional "national pride" factor shall Space Flight Center in Huntsville, Alabama, and of man in space, which has been part and parcel of all previous Congressional funding considerations for

Some companies already embarked on shuttle-related space ventures have expressed enthusiasm for an nned space platform at the least — the "free flyer" such as the Leasecraft platform under develop-ment by Fairchild Industries — but even more preferably, a manned space station. Even Fairchild sees benefit to a manned space station for rendezvous with its Leasecraft, now scheduled for launch into permanent low-earth orbit by the shuttle in late 1987.

space programs.

"One problem we face right now is that the Leaseraft has to operate in conjunction with the shuttle," said Emanuel Fthenakis, vice president at Fairchild Industries. The U.S. Department of Defense has the right to pre-empt all or part of a shuttle flight.

"We know NASA will bend over backwards for us,

but there's no way to guarantee revisit" to the Lease-craft if a shuttle flight is bumped by the military, Mr. Fthenakis said. Visits to the Leasecraft from the space station are more assured, he said.

"The space station will be a substantial aid to the commercial side of an operation like the Leasecraft,

not a competitor," he added. Microgravity Research Associates, a Texas firm developing a production unit to grow gallium arsenide a struct crystals in space, said a space station will resolve the station. limited power restrictions it faces on the space shuttle

McDonnell Douglas, which has already flown on the shuttle with its continuous-flow electrophoresis production of pharmaceaticals, a joint venture with Johnson & Johnson, estimates that it could develop 15 new products during a 10-year period on a permanently manned space station, compared to only about three new products in the same time period on shuttle

Furthermore, the company estimates it could cut production time from one to two years on the shuttle to a "few months," according to Charles Ordahl, vice president of space programs for McDonnell Douglas Astronautics Co., on a space station.

NASA is now hoping to issue its RFPs - requests for proposals - for the design and definition contracts in mid-September. The agency is splitting the work into four work packages, ultimately to cost the government about \$800 million, and hopes to award at least two contracts, to competing firms, for each

package.

About 40 percent of the budget will go toward the largest package, which will be administered by Mar-

will cover space station modules and common modu-lar design, thermal control, data systems, pressurization, propulsion systems and links to orbital transfer vehicles and orbital maneuvering vehicles.

The other three work packages will cover architecture and assembly, utility integration, altitude control systems, shuttle interface; provision for two unmanned platforms, one in the station's orbit and one in polar orbit, compatibility to platforms and attached payloads, marketing and utilization; and the power

NASA officials say the contract bids will probably be submitted in mid-November and the contracts awarded about the first of April next year. Lockheed Corp., with its extensive background in

solar power, appears to be a leading contender for the power part of the space station package. Lockheed Missiles and Space Co. designed and built the solar array wing, slated to fly on the shuttle and be repeatedly deployed with the August 30 mission of the The wing was not fully outfitted with solar cells:

most of the mission was designed to test the folding and unfolding of the 1O5-foot wing, an exercise that Gary Turner, program manager for the solar array project, called the first legitimate use of the shuttle as a structural testbed for building blocks for the space

Lockheed officials, looking at possible Lockheed participation in space station contracts, noted that the company has developed concepts for automatic assembly systems that could construct a space platform the size of three football fields in two days.

"We're very interested in the space station," said D.M. Tellep, president of the Lockheed Missiles and Space Co. "Our strengths are in power and utility; we have a broad capability in large space structures."

Also, Lockheed's research and development facility

in Palo Alto, Calif., has done extensive work in biotechnology. Lockheed would, as Mr. Tellep noted, be interested in developing any lab module associated with biotechnological experimentation.

Another leading contender for space station con-tracts is McDonnell Douglas Astronautics Co., which designed and built what was originally stated to be the space station served by the shuttle — Skylab. The possible participation. California division of McDonnell Douglas Corp. is already coordinating a NASA contract on computer systems for the station and working on tools for hands-on maintenance of space vehicles and plat-forms by astronauts, as well as the overall station

space station is Space Shuttle of America, a new company affiliated with Astrotech International. The company has submitted a proposal to NASA to buy the fifth shuttle for \$2 billion and possibly even other orbiters. The space station would generate a lot of toand-fro business for any private firm operating an

There have been numerous studies done on the potential economic impact of a space station, most likely to be developed by private industry, permanently assigned to the space station.

Using an OTV would eliminate some of the weight and size restrictions now facing satellite manufacturers with the shuttle. General Dynamics, which is designing an OTV, has completed studies showing that an OTV system linked to a space station could save the satellite industry (assuming about two dozen satellite launches a year) from \$600 million to \$1 billion a year in launch and construction costs. Some construction costs would be reduced further with an orbital maneuvering vehicle, the space station's ver-sion of a repair station, which would permit regular maintenance and repair of satellites.

Looking at the potential for private investment in a space station module, the fee-for-service laboratory has been attracting the most interest thus far. Yet to be for relatively early return, five to seven years, on investment, while a space station is not scheduled to be operating until 1992.

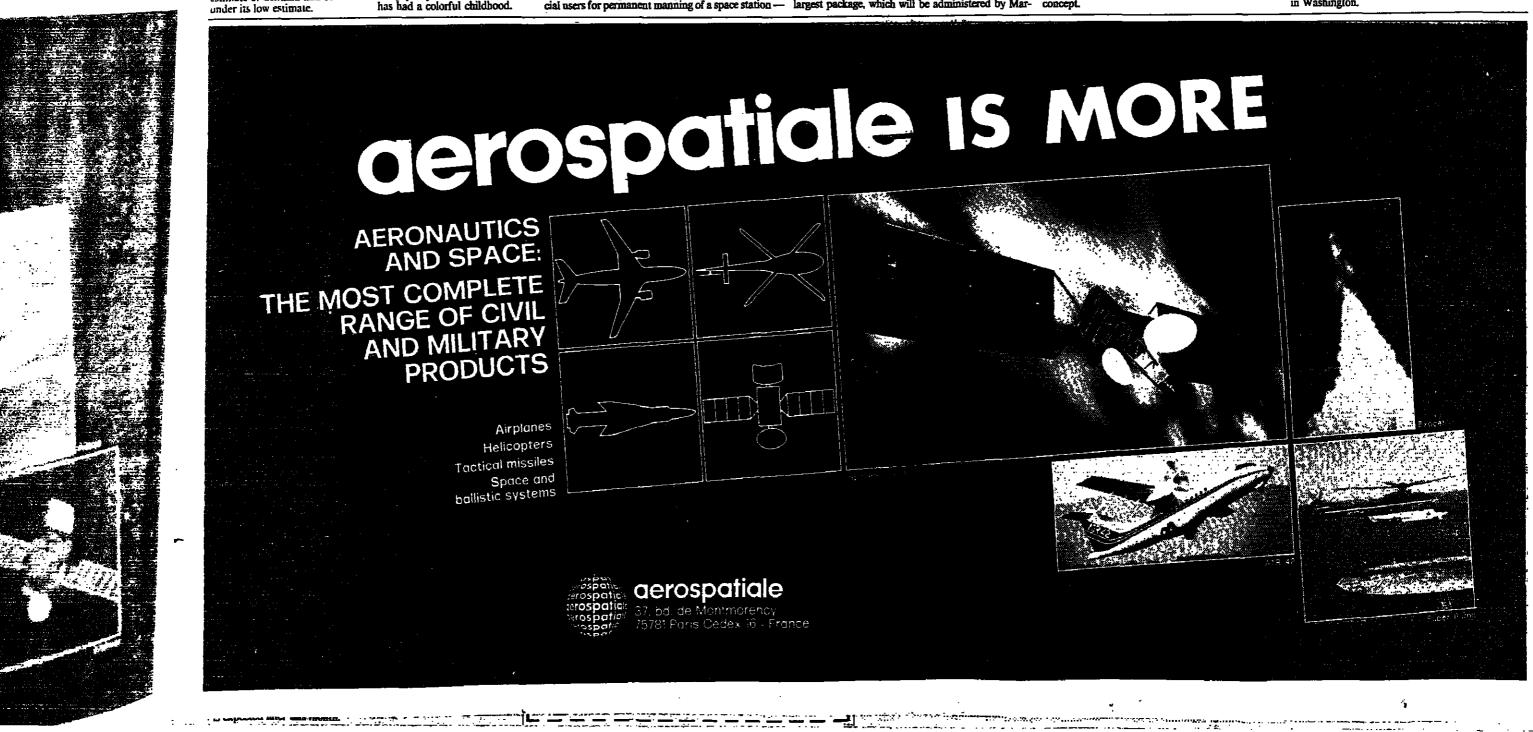
In other space investments, one of the ways the long lead time on return on investment has been overcome is to give investors a generous provision to stock? ownership once the company goes public.

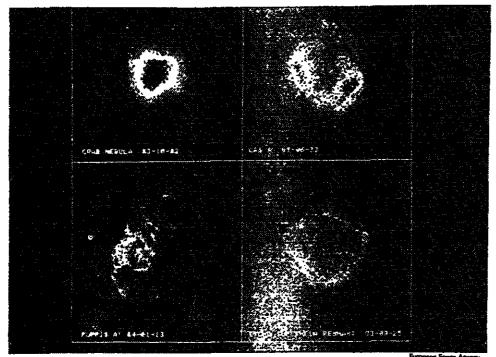
Any international participation in the U.S. space station will be on top of the estimated \$8-billion NASA effort. NASA is dealing strictly with governments, which may choose to contract work to private companies, NASA officials noted.

Europe is talking about spending some \$2 billion, most likely for a Spacelab-type laboratory module; Japan is talking in the neighborhood of \$1-\$1.5 billion.

Canada, which developed the remote manipulating arm for the shuttle, has yet to put a price tag on its.

Another international workshop aimed at trying to resolve international participation in the station and access to its parts will probably be held shortly after NASA issues its request for proposals on the design and definition contracts, according to agency officials





X-ray emissions of four bright supernova remnants observed with telescopes of EXSAT.

New Soviet Military Aviation On Display at Farnborough

(Continued From Page 7)

cerned about performance of the American command and control system during the Grenada invasion last October. Admiral Me-Donald, who was responsible for the military end of the operation, ordered a review of the difficulties, some of which were overcome by a dium bomber — and the subsecombination of luck and pluck. In

a telephone, used his credit card to call Fort Bragg in North Carolina, and asked for help. The request was nest with Grumman Aerospace. relayed by satellite to a gunship and the Cuban fire was silenced

In Lebanon, where American

The Spaceman in the Gray Flannel Suit

(Continued From Previous Page)

research requirements than to support commercial pro-

At another conference this year, Richard Hensley, president of Aetna Diversified Technologies, a subsidiary of the insurance company, said there were no economic incentives for investment in commercial space activites beyond free shuttle rides. Other panelists at the conference warned that the risks of space ventures required substantial insurance, which is not currently available.

The skepticism of some Americans is matched by the apparent indifference of many Europeans; European in-

dustry simply has not stepped up to meet the challenge of commercializing space as have the Americans. Ian Pryke, the European Space Agency official who is assigned to Washington to keep an eye on American space developments, said that because of the international teamwork that is the basis of European space activities, it will be much harder for Enrope to support a commercial venture that might benefit only one company or country.

The Japanese also are ' aging in the commercial development of space, althoug four Japanese industrial consortiums have started preliminary planning to make commercial use of the proposed American space station, should the United States agree to such international

In the space transportation area, the administration has so far refused to turn over the shuttle program to private control (although it is still pondering whether to do so later). And in materials processing, the McDonnell Doug-

las venture with Johnson and Johnson is an exception rather than the rule. While a handful of other companies are considering investing in space-based materials processing activities, most corporations are wary about investing in space activities.

The potential value of the commercial space business is disputed by the experts. One forecast, done by Rockwell International, the prime contractor for the space shuttle, says the space manufacturing market alone may generate \$30 billion in revenues in the 1990s.

If the future prospects for space manufacturing can be gauged by the number of press releases issued by various companies, space would seem likely to become a busy place. Fairchild Industries and RCA Corp. have both announced concepts for orbiting platforms, which could be adapted to become factories for the manufacture of specialized materials for use in drugs and semi-conduc-

Max Faget, a former spacecraft designer for the National Aeronautics and Space Administration, has designed a shuttle-tended spacecraft, which he calls the Space Industrial Facility. It would have a life-support system so astronauts could work for short periods of time inside the module without the need to wear cumbersome spacesuits.

The European Space Agency also is building a space platform called Europea (European Retrieval Carrier). Although Europea was not developed with private financing. it could one day be turned over to a private organization. Many of the most fascinating proposals for commercial space ventures have come from star-struck visionaries.

Some of their projects — to "capture" and "mine" asteroids — sound fantastic. Others are more prosaic, but still challenging. A host of small American companies is trying to break into the satellite-launching market.

But as the work by McDonnell Douglas illustrates, it is more likely that space will be commercialized by the same companies that have gained experience in space by working under government contracts.

While the task of commercializing space seems daunting, its prospects are advanced by the high level of sponsorship. President Ronald Rengan is the first president since John F. Kennedy to take a personal interest in NASA's affairs. He has directed NASA to build a manned space station within a decade and endorsed a national commercial space policy that directs government agencies to eliminate regulatory and legal barriers that are hindering space investment.

President Reagan has spread responsibility for space enterprise among three government agencies. NASA will continue to hold a leadership role, but responsibility for assisting the development of commercial satellite launching has been given to the Department of Transportation and a similar role for commercial remote sensing has been assigned to the Department of Commerce.

Although, as one NASA official put it, "there's plenty [of work] to go around," the agencies are not always in agreement. NASA is already feuding with the Department of Transportation, which has begun advocating the cause of private satellite launching with a vigor that has annoyed the shuttle program managers at NASA.

them to communicate with circling which relate to a plan to upgrade AC-130 gunship planes by standard means, one of the men found too outdated to be improved much solution and will not alleviate my immediate concern.'

Although much of it is cloaked in secreey, he apparently is also con-

combination of luck and pluck. In one case, when a group of American soldiers was under heavy Cu-bombardier aggingtor—raised a Air Force's lead on the F110. The

Grumman is simultaneously beginning an effort to improve its F-14 fleet air defense fighter. Among other things, the F-14 will receive new engines - a pair of General Electric F110s will replace its pre-

rael and Turkey have also chosen that was shot down over the Soviet the General Electric engine for Union in 1960, is the airborne por-

Early models of the U.S. Air based Warsaw Pact and Soviet Force's F-16s, meanwhile, have ra- antinireraft radars. One command dar warning receivers - devices center is in Germany and another is that tell the pilot he has been de- in Britain. Their locations are clastected by enemy radar - that are sified. inadequate, making them vulnerable to attack by radar-guided missiles. The Air Force has said corrective action, must be be not be so that the control of the said corrective action, must be in the control of the said corrective action, must be in the correction of the said correction. tive action must begin soon, and use new techniques to make it

4. Production of the B-1, an earlier stress, however, that any U.S. role version of which was displayed at would be minor. the last Farnborough show, is to be followed by that of the ATB, but precisely how the transition will be There will be no U.S. role at all in Europe's new fighter program. The plane will be strictly European made is not clear.

Lack of clarity is also characteristic of Western cooperation with China on some military programs. It is certain, however, that China that the total program will cost "stealthy"—hard for enemy radar about \$23 million.

"stealthy"—hard for enemy radar bas tapped the technology of the Soviet Union's MiG-23 fighter for while, are pressing ahead on a joint

gressing well.

Closer to reality is Rockwell International's B-1B bomber, the first of which is slated to make its public of which is slated to m debut in California on September is possible. American officials

> if current plans are followed. American attempts to become involved have been rebuffed by the participants, which include Britain, France, Germany and Italy.

U.S. Air Force chose to buy more of them than Pratt & Whitney's behind an Air Force drive to put an improved F100 engine in the first "advanced defense system," which of several years of a competition to it does not further describe, on the Air Lockheed TR-1 reconnaissance Force's F-15 and F-16 fighters. Is-plane, The TR-1, similar to the U-2 rate and Turkey have also chosen that was shot down over the Soviet of which is slated to make its public and being that was shot down over the Soviet of which is slated to make its public and being that was shot down over the Soviet of which is slated to make its public and being that was shot down over the Soviet of which is slated to make its public and fighter of its own that it has been military helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter program that trying to perfect since the miditary helicopter.

A generally similar family of small helicopters is to be developed under the U.S. Army's LHX program, and airframe and engine companies are lining up for an effort that could produce thousands

A new Soviet helicopter of a similar type is also said to be under development. It apparently would complement another Russian helfcopter known in the West by the

Propfan Engine Development Aims at Cutting Fuel Costs

By Robert A. Searles

NEW YORK - While the U.S. companies (under contracts awarded by the National Aeronautics and Space Administration) continue to develop the Propfan — 1,700 miles. a novel propulsion system that could offer fuel savings of up to 30 percent over equivalent-technology turbofans designed for short-to-

medium-range jetliners. The turbine-powered Propfan, while similar to traditional lers, features eight to 10 blades. delicately curved and set close together in an overlapping pattern. The blades are wider, thinner and swept back more than those of current-generation props in an effort to increase their efficiency and

Work on the Propfan began in 1975 after NASA was directed by the U.S. Congress to seek industry belo in defining technologies for creating fuel-efficient aircraft. As a result, NASA established the Aircraft Energy Efficiency Program, and the Propfan concept was one the life of the new airplanes, of the most promising of the six Military, commuter and p candidate technologies to emerge aircraft operators also could realize

from that effort.

less than 150 seats and travel under passenger aircraft.)

Most of the short-to-medium-50 percent of the direct operating costs associated with flying an airhner. Consequently, most of the short-to-medium-range airliners in service today are expected to be retired by the year 2000.

Some experts estimate that if the new 80-to-150-passenger airliners scheduled to be available by 1990 could use the Proplen instead of conventional turbofan powerplants, the estimated fuel savings could total 6 billion gallons (22.8 billion liters) by the year 2000 and could be as much as 20 billion over

Military, commuter and private rom that effort. fuel savings because smaller ver-Much research (both inside and sions of the Propfan are expected outside NASA) has been directed to be developed for factical military

at improving the efficiency of DC-9, 727 and 737 class aircraft in gional airliners and business air-particular since more than half of craft. In fact, the Propfan currently world's engines manufacturers the aviation fuel consumed in compensations to produce new turbofan powerplants for the long-awaited, next-generation 150 (1,600 kilometers). For example, in the consumed in compensations as number of the consumed in compensations as purposed on the aviation fuel consumed in compensations to purpose the aviation fuel consumed in compensations to purpose the aviation fuel consumed in compensations to purpose the aviation fuel consumed in compensations and the aviation fuel consumed in compensations to produce the aviation fuel consumed in compensations and the aviation fuel consumed in compensations and the aviation fuel consumed in compensations and the aviation fuel consumed in compensations are aviation fuel consumed in compensations and the aviation fuel consumed in compensations are aviation fuel consumed in compensations and the aviation fuel consumed in compensations are aviation fuel consumed in compensation and consumed in compensation fuel consumed in compensation are aviation fuel consumed i the United States, most available mate that a 12-to 14-foot Propfan seat miles are on aircraft that have would be required to power 150-

Hamilton Standard's Propfan is being developed under a \$21-milhaul commercial transports in ser- lion NASA contract known as the vice today were designed before the triple-digit increases in fuel prices of the 1970s. Although fuel costs seem to have leveled off, the price that the triple digit increases in fuel prices of the 1970s. Although fuel costs seem to have leveled off, the price that the triple test. The blades the produced using the "spar-shell" technique that Hamilton Standard has utilized in manufacturing its new generation

Flight tests of Hamilton Standard's Propfan will be conducted by Lockheed-Georgia, which has been awarded a \$59-million NASA contract to conduct the so-called Propfan Test Assessment (PTA). Gulfstream Aerospace is providing a Gulfstream II business jet (which will be modified by Lockheed to serve as a test bedi, and Detroit Diesel Allison is supplying a gear-box and a large turboshaft engine (a Model 501-M78 rated at approximately 8,000 pounds-thrust). Rohr Industries is providing nacelles.

Farnborough Exhibition Reflects Worldwide Recovery

By David Almy

NEW YORK — Farnborough's 1984 exhibition convenes with a majority of the world's military suppliers in a near-boom condition and with many commercial aviation manufacturers on the verge of or well into a significant

Driving both sectors are recent and rapidly evolving

Driving both sectors are recent and rapidly evolving electronic, aerodynamic, material and aircraft design technologies as well as strong military procurement budgets and an improving worldwide airline profit picture.

Of these factors, perhaps the most significant is electronic. The changes taking place in aircraft control systems, navigation and pilot-aircraft interface have been brought about by an ongoing revolution in computerized nd and control electronics, the results of which are now beginning to appear in civilian aircraft and which are currently the rule rather than the exception in militarty

Airbus's new A320 commercial airliner, for instance, materials. Now entering service with the U.S. Marines and will employ a sidestick controller (like those used in on order with the U.K.'s Royal Air Force and Spain's air Airbus's new A320 commercial airliner, for instance, modern lighters — no more control wheels popping up force, the McDonnell Douglas-British Aerospace AV-BB between the pilot's knees) linked to computers that will Harrier II flies with a wing made of composites. There authorize movement of the aircraft's control surfaces. As a result, it will be the computers that will actually fly the airplane, based on the pilot's input. This "fly-by-wire" control system, adding computers to the loop of what has traditionally been direct pilot-aircraft control, has been de rigueur in many military aircraft since the mid-1970s. The

A320, however, will be its first major use in the civilian

In addition to control systems, advances in electronics are improving navigation technologies. In the very near future, many of the world's aircraft will navigate utilizing Rockwell International's new Navstar satellite system. Able to pinpoint an aircraft to within several meters on three axes on or above the planet. Navstar will allow future navigation to be so accurate that much of the

existing navigation equipment will seem obsolete. Another major trend is toward unconventional aircraft configurations built with composite — "superplastics," graphite epoxys, etc. — materials. Besides their lighter weight vis-à-vis aluminum, composites are stronger and allow aircraft designers more flexibility in designing aerodynamic contours. The Lear Fan 2100, Beech Starship I. and Avtek 400 are a few of the aircraft that are being built

almost entirely of composite materials. The military has not ignored the potential for such have also been rumblings that the "stealth" bomber under development in the United States will be made in large part of composites to help reduce its radar signature.

Bringing all these technologies into play in the very near future will be Grumman, which on August 27 in Bethpage,

aircraft. Funded through contracts awarded by the U.S. Air Force, the National Aeronautics and Space Administration and the Defense Advanced Research Projects Agency, the X-29 will incorporate many of the advanced ogies that may constitute much of the fighter aircraft of the future.

The X-29 utilizes a reversed main wing that sweeps forward and small canards in the forward part of the fuselage that angle backward. Three on-board digital computers will augment the pilot's control inputs with thousands of its own every minute, enabling the aircraft to fly. The new aircraft will be lighter than current-generation fighters through the use of composites, and Grumman hopes that its unusual configuration will enable the X-29 to be more maneuverable at high speeds critical to aerial combat. Grumman expects to fly the X-29 at Edwards Air Force base in California late this year.

The European consortium Airbus officially launched the Airbus A320 in an effort to capture the 150-seat, single-aisle market currently served by Boeing's 737 and 727 and McDonnell Douglas's DC-9 and MD-80s.

Boeing had previously indicated that if Airbus proceeded with the A320, it too would enter the 150-seater airliner market with an all-new design, but has yet to announce its entrant. In fact, Boeing does not believe that a substantial market for the A320 exists and cites as proof what the

(Continued on Page 12)

signed to yield structural and acoustic data on the design, but much work must be done before airborne testing gets under way in late 1986 or 1987. According to the

in a tractor configuration, is de- expected that the Propfan will be efficiency of short-range commerdelivered to Lockheed, which will begin preparing the unit for flight facturers, unhappy with the pace at tests. In early 1986 a Propfan is which the U.S. government is fund-slated to be shipped to Modane, ing advanced powerplant research,

tion of a system to locate groun

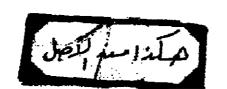
Flight testing of the 9-foot Prop-fan, which is to be wing-mounted vember 1985. By late 1985 it is programs aimed at improving the turbofan powerplant in 1987.

cial transports. And some manuwhich the U.S. government is fund-France for wind tunnel testing at are using their own money to test

New York, rolled-out their experimental X-29 research In addition, both Pratt & Whitworking on advanced gearbox techpropulsion system. And because counter-rotating propellers offer

ney and Allison are reportedly fan technology to the aircraft in dustry by the late 1980s for possinology, which might be used in ble commercial application in the some sort of advanced turboprop early to mid-1990s. Budget concurrent timetable, component testing is scheduled to begin in February 1985, followed by whirt testing of the nine-foot model at Wright-Patterson Air Force Base in Daystraints have hampered those en be examined closely in the years to of aircraft may spur the develop ment of the Propfan.





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Rockwell International is prime contractor for the U.S. National Aeronautics and Space Administration (NASA) Space Shuttle Orbiters and their Rocketdyne main engines.

In November of 1983, the Shuttle carried aloft Spacelab, built by the European Space Agency (ESA). Spacelab is scheduled for its next trip aboard the Shuttle later this year. On another mission, NASA's Shuttle crew deployed and retrieved the West German SPAS satellite for the conduct of scientific experiments in space.

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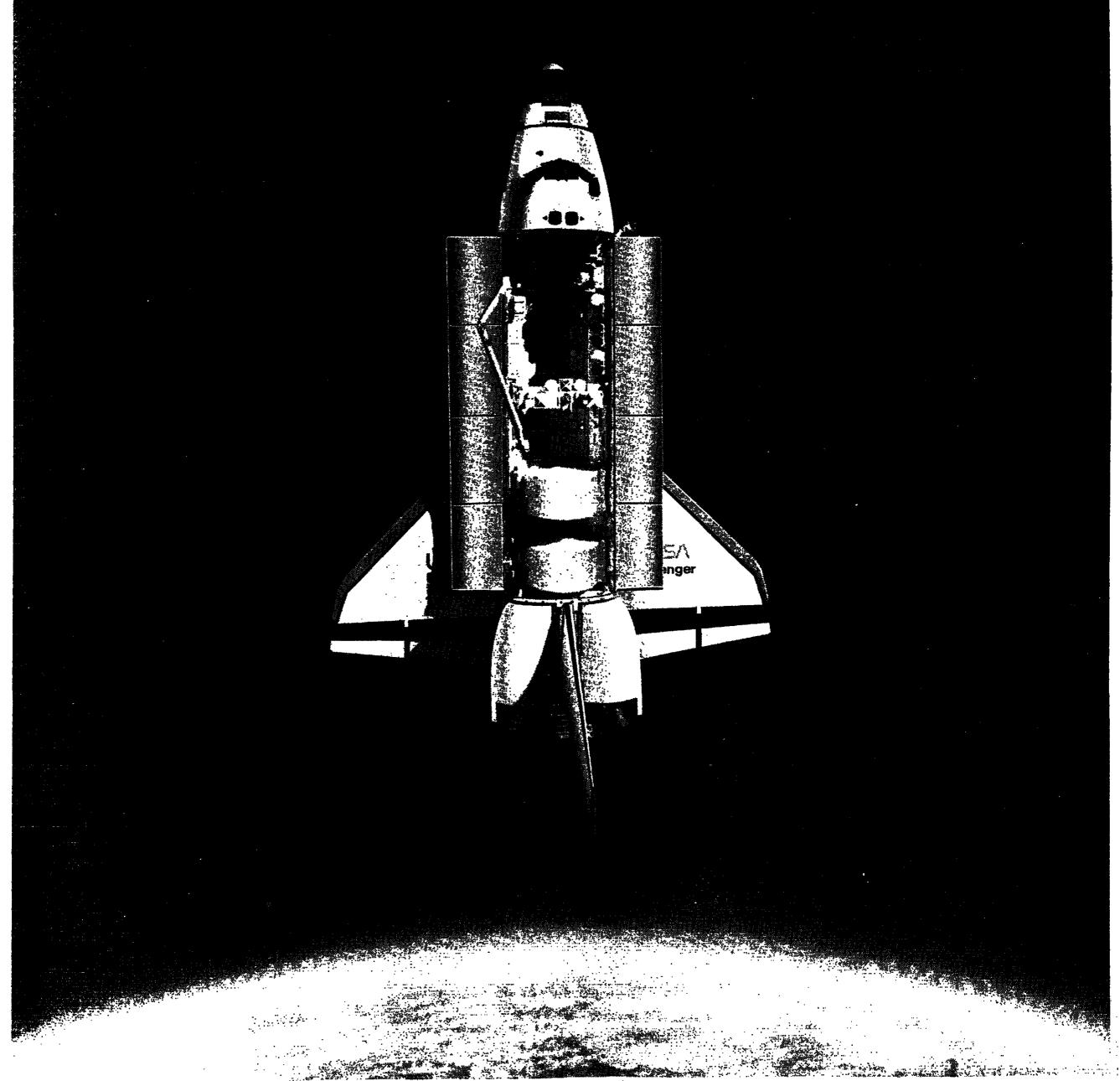


Photo of the Rockwell International built Space Shuttle in orbit, taken from the West German SPAS satellite.

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Technological Revolution in Cockpits

By Paul Kinnucan

BOSTON - A revolution is taking place in the aircraft cockpit. For decades, pilots have been assisted by simple electromechanical and electronic cockpit systems (avionics) based on analog circuitry. Now, these systems are being replaced by a new generation of sys-tems based on digital integrated

Such systems differ from conventional avionics in several significant ways. First, they represent information as binary numbers instead of by voltages proportional to a signal value. Secondly, they dis-play the information on cathode ray tubes (CRTs) instead of elec-tromechanical gauges. Indeed, the CRT has come to symbolize the ultimate in cockpit automation, and its prevalence in the latest aircraft has given rise to the term "glass cockpit." Thirdly, digital systems are interconnected by information highways called buses instead of by point-to-point wiring systems, thus facilitating sharing of information among the systems.

Digital cockpit systems have many advantages. Because they use powerful digital processors and can share information, they can auto-mate tasks that are difficult or impossible with analog systems. Also, because they use microprocessors and other integrated circuits they are more compact and reliable than analog systems, and they consume less power. Digital systems are easier to upgrade than the old analog systems. New features can be added to an aircraft's existing systems simply by reprogramming their computers, and new subsystems can be added by plugging them into the aircraft's data bus.

Because of their advantages, dig-

late 1970s, they are now becoming commonplace on civilian aircraft as well. For example, the latest generation of airliners represented by the Boeing 767 and the Airbus 310 incorporate all-digital avionics sys-tems. Many airlines are retrofitting older aircraft with digital systems.

Digital avionics are also being offered as standard features on the latest corporate and general-avia-

tion aircraft. The Boeing 767 widebody transport introduced into service two years ago illustrates the highpoint in digital avionics. The 767's digital avionics include an electronic flight instrument system (EFIS), an elec-tronic indicator and crew alerting system (EICAS), an autopilot, an autothrottle and an all-electronic inertial navigation system (INS) based on laser gyros.

These systems display information on six-color CRT screens lo-cated on the aircraft console. Key-pads and lighted pushbutton switches are used to enter information into the avionics systems. Typically, indicator lights are dis-played only when an action is required. The cockpit is dark except when all settings are correct.

Developed by the Collins divi-sion of Rockwell International Corp., the Boeing 767's EFIS re-places a myriad of electromechani-cal instruments used on conventional aircraft. It collects flight, navigation and weather information from aircraft sensors and displays it on two CRT screens located on the pilot's console. (The system also displays the same in-

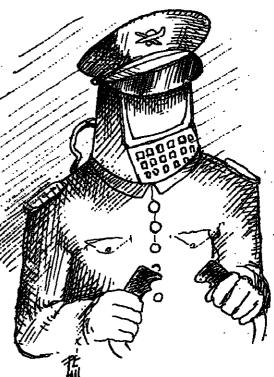
ed flight path, bearing of radio bea-cons, weather radar returns). The CRT displays generated by the EFIS mimic many of the electromechanical gauges and dials used on previous aircraft while adding information. For example, the system's electronic flight instrument displays graphically repro-duce the artificial horizon of the formation on a pair of CRTs located on the co-pilot's console.) Typically, the outboard of the two displays shows flight information (aircraft orientation, speed and altitude will be inheard display. titude) while the inboard display only shows the typical compass shows navigation information (airrose but can also superimpose the ital systems are rapidly replacing titude) while the inboard display only shows the typical compass analog systems in aircraft. First inshows navigation information (aircraft ose but can also superimpose the troduced on military aircraft in the craft location and bearing, projectable aircraft's intended route, a weather only shows the typical compass

radar display, or a topographical

The Boeing 757's EICAS, also developed by Collins, is essentially an electronic flight engineer. A continuously monitors the stander aircraft systems, notifying the pith, of exceptional conditions by discontinuously manufactures and exceptional conditions by discontinuously manufactures. playing messages and gauges on two CRT screens located in the center console between the pilote: The system automatically selects information to be displayed. Only information essential for a particular stage of a flight is shown.

The 767's flight management

(Continued on Next Page)



Metals Respond to Plastics Challenge

By George C. Larson

NEW YORK - Fiber-reinforced composites created considerable excitement within the aerospace industry because of the advantageous properties these revolutionary new materials offer. Since their introduction, the use of composites, while continuing to grow at a very rapid rate, has be-come more focused as their role in aerospace structures has become better understood.

Meanwhile, the metals industry, plastics into its traditional domain, as responded with some exciting advances of its own, and within the last year, metals have recorded something of a comeback.

Fiber-reinforced composites plastic that hardens to form a finished component. The combination of the two is stronger than each individual material taken alone. The fiber component is made avail-

Composites offer high strength with low density and are resistant to corrosion and fatigue. They ap-peal to the designer who needs to unusual load pathways. Compos-ites also resist failure due to isolated ballistic damage because of their innate redundant load pathways.

But composites cost more than

fabrication processing equipment such as large autoclaves and computer-controlled winding machines that provide the quality assurance necessary in aerospace products. Composites are, therefore, grow-

ing fastest in military applications. ensure these materials a place on fighters and attack aircraft. Perhaps, their most dramatic gains have been made in the combat helicopter, where the payoffs are even at least partly in response to the greater. It now appears that mili-invasion of the fiber-reinforced tary helicopters will be the first production aerospace vehicles with

consist of high-tensile-strength fi-ber materials impregnated with a plastic that hardens to form a fin-plastic that hardens to form a fin-(LHX) vehicle will almost surely rely heavily on the same technol-ogy. In the latter program, as much as 450 kilograms (990 pounds) in able in many forms, including unidirectional tape, which can be of advanced composites in the fu-wound around a form, or as a wovthat aircraf's payload. (Acquiring composite know-how has already paid off in other ways for Sikorsky, which has been marketing its fabrication capacity to other airframe manufacturers.) Military services expect durable composites to yield helicopters with lower life-cycle

> Advanced fighter concept designs are hastening the invasion of composites into the ranks of fighter

airframe weight and correspond-ingly increase weapons load and combat radius. Next-generation fighter designs as envisioned in the radical Grumman developmental model incorporating forwardswept wings would apply compos-Where performance comes first, ites in new ways to tailor the way composites win out. Weight reduction and battle-damage resistance loads. Prior to the introduction of advanced composites, a forward swept-wing form was considered impractical

McDonnell Douglas recently reported reductions in production times for its AV-8B (improved Harrier), F-15 and F-18 models due to introduction of composite extensive composite primary (load- structures. The firm will almost tribearing) structure.

The U.S. Army's Advanced bon fiber materials within the next Composite Aircraft Program three to four years. With \$70 mil-(ACAP) is currently taking shape lion already invested in the technology, McDonnell Douglas may invest another \$30 million during that period.

composite content of military air-

craft see a threefold to fourfold increase over the current range of 10 to 20 percent content, the rate of increase will be more moderate. The all-composite Lear Fan experienced some setbacks that may be causing other manufacturers to pause. Former employees of Lear Fan say that had the airplane been built of metal, it would actually be lighter than it has turned out to be. And Beech Aircraft, which had an-nounced an ambitious delivery schedule for its composite-and-titanium Starship business airplane, recently announced delays. Still, Beech's president, Linden Blue, de-scribes the Starship as "on track." traditional aluminum alloy for the and attack aircraft. Newest verequivalent structure. They can resions of the Harrier "jump jet" use Builders of large transport airmillion and \$19 million in research quire a substantial investment in composites in their wings to reduce craft profess no surprise at some of on aerospace products in 1984.

the difficulties encountered in smaller commercial programs, Boeing's 757 and 767 aircraft — ibi composites selectively, and they use none at all in primary structure. For those two models, Boeing offe cials say they expect "not much change over the near term; the armakes any changes unlikely." According to Boeing experts, transport aircraft are built to criteria of cost-effectiveness rather than the military criteria of perfomance above all. The higher cost associated with composite materials, there-fore, acts to counter any rapid

What has caught the airline, makers eye is a promising new allithium. Lithium is the lightest me al element known. Introduced the early 1960s, the alloy had early problems providing sufficient While forecasts for the overall "toughness" for aerospace applica-tions, but Alcoa, which is currently developing the first two of a family of four aluminum-lithium alloys that form a family known as Alithalite, said those problems have

largely been resolved. The first samples of the new material were being readied for evalu-ation by both military and civil sults expected in early 1985. The pected to offer equivalent streng with 7 to 9 percent lower density and with an added bonus: increased stiffness — one of the com-posites' greatest selling points. Al-

Farnborough Exhibition Reflects Recovery

(Configued From Page 10)

company believes to be the A320's thin and largely hometown order book (of the 51 A320s currently on order, more than two-thirds are to French carriers).

For its part, Boeing will be flying its newest amplane — the 737-300 — at Famborough. With a passenger load of 128, the 737-300 is a stretched version of the 737-200, which utilizes GE-SNECMA enter service in the United States in November with U.S. Air.

Boeing expects an "improving" sales picture for 1984, with sales of about \$10 billion projected. In late August, the company announced the sale of 10 747-300s (the stretched upper-deck version of the 747) to Saudia Airlines. Powered by Rolls-Royce RB211 engines, the contract for the 10 jumbo jets will account for \$1 billion on Boeing's

sales ledgers.
Saudia had previously ordered 11 Airbus A300-600s in late 1982, of which they have taken delivery of eight so far. Airbus is also experiencing an improving sales situa-tion having delivered well over 260 airliners by mid-year and holding a backlog of nearly 140 additional orders. Although 1983 was a decidedly rough year for Airbus (only six aircraft were sold), the company is unsuprisingly bullish on the future of the commercial-airliner business, believing that a market exists for 3,400 150-seat, single-aisle air-craft alone over the next two de-

Airbus's first two airliners, the

tor for Boeing's 767. In addition, over 100 A310s have been ordered, about a third of which have been delivered. Airbus hopes to exhibit the U.S. Air Force will be rolled out of the world's navies, while a deriver of the U.S. Air Force will be rolled out of the world's navies, while a deriver of the U.S. Air Force will be rolled out of the world's navies, while a deriver of the U.S. Air Force will be rolled out of the world of the world of the world of the world of the U.S. Air Force will be rolled out of the world of the W.S. Air Force will be rolled out of the world of

ning at near capacity.

This year's Farnborough exhibition will be the site of Northrop's second public F-20 Tigershark flight demonstration. The advanced version of an aircraft deof America's export fighters. Through 1984, the company expects to have spent more than \$575 million in research and development on the F-20, but, as yet, no sales have resulted from that in-

Despite a recalcitrant market for its F-20, Northrop's overall business is up substantially. The company is the primary subcontractor on the F/A-18 fighter-attack air-craft for the U.S. and Canadian military. In addition, Northrop is a major supplier of military electronics, unmanned drones and airborne targets and will be displaying these wares during the show.

Grumman Aerospace of Bethpage, New York, is a prime benefactor of the increasing U.S. military budget. Because of a recent \$1.14-billion contract for redeveloment of the F-14 Tomost and A6E. Intruder aircraft, Grumman now believes that the production lines for those two aircraft will continue

to operate into the next decade. Rockwell International is riding current A300-600 (which typically the development of the B-1 ocseats 250) is the primary competicurred August 29 when a prototype prop that began production three

(Continued on Next Page)

both the A300-600 and A310 at Farnborough.

Led by a burgeoning U.S. milistry budget, many of the world's major military contractors are run
size of the U.S. Air Force will be rolled out of the U-2 spy plane, now ative of the U-3 spy plane, now ative o

vanced version or an annual derived from the F-5, the F-20 is one of America's export fighters. Through 1984, the company expects to have spent more than \$575.

St. Louis based contractor is based to be a spent more than \$575. McDonnell Douglas is also having four major combat aircraft, the F-15 Eagle, F/A-18 Hornet, the AV-8B Harrier II VTOL aircraft and the AH-64 Apache helicopter manufactured by McDonnell Douglas's recently acquired Hughes Aircraft division

McDonnell Douglas' DC-10 is still in production to fill orders from the U.S. Air Force and Federal Express. The company claims that the MD-80 series — derivatives of the the original DC-9 of the mid-1960s that currently seat from between 135 to 170 and are existing competition for the new Airbus A320 -- boasts over 125 firm orders as of mid-year with 145 conditonal orders and options. McDonnell Douglas will have a military version of the Hughes 530MD helicopter on display at Farnborough.

Lockheed is running at high capacity having begun work on 50 C-5B Galaxies that have been ordered A300 and A310, have met with significant success. With nearly 250 in service throughout the world, the ness. Although a major setback in with 57 countries now flying the

complete its first flight with a landing at Edwards Air Force base in California — within sonic boom range of the B-IB's rollout. The fourth and final shuttle — Atlantis — is still under construction. the 146 four-engine commuter at the new Super 748 commuter. I addition, BAe will exhibit the Ha rier fighter, Hawk trainer and Nine rod early warning and reconn sance aircraft

The international trade war for dominance within the 30-to-50 passenger commuter market continue to intensify. Saab-Fairchild, a U.S. Swedish joint venture, is the first to place a next-generation commuter airliner in service. First with Crossair of Switzerland in June and Isla last month with Comair of the United States, the SF-340 is also the first aircraft to be certified

jointly under Europe's new Joint Airworthiness Regulations (JARS) Hot on the SF-340's heels, the Aerospatiale-Aeritalia ATR-12 made a successful first flight in France on August 16. A French Italian joint venture, the ATR-424s powered by Canadian turboprop engines Aerospatiale will also have several of the company's turboprop aircraft on static display, including the Trinidad TB20, Tobago TB16

Robin R3120 and others. DeHavilland will ferry all foures a aircraft to Farnboroush. 22 CASA of Spain is expected as

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on in Cockpits

A hallenge

Ultralight Recreational Flying **Now Faces Stricter Regulation**

By Thomas A. Home

FREDERICK, Maryland - Ultralight aviation, once heavily advertised as the most promising form of low-cost recreational fly ing, has recently come up against some hard realities. Regulatory agencies in several nations are rethinking their policies toward ultralights, and in many cases have decided in favor of stricter con-

In the United States, for example, the Federal Aviation Administration this month was to convene a series of hearings designed to find out if its current, minimal policy toward ultralights is adequate to assure the public's safety. The Swiss government has banned ultralight flying, declaring their noise a threat to the environment. Austria would like to do the same. West German ultralight pilots will have to face new noise regulations in 1985. These will limit ultralights to 55 decibels, measured as the aircraft flies 500 feet overhead at full

Other governments are less re-strictive. Britain delegates ultra-light (microlight, in British par-lance) pilot and aircraft certification responsibilities to the British Microlight Aircraft Associ-ation. Canada has incorporated ul-tralight rules and standards into resulations covering the rest of regulations covering the rest of ceneral aviation.

Ultralight sales have tumbled Ultralight sales have tumbled faint-hearted engines, a modern ultrastically. Eipper Aircraft of Tetralight usually has a conventional ican limits, set down in federal regular, California, the world's control system with elevators, ailevalors).

situation,

sport attracted thousands with the promise of personal flying mencumbered by high-cost, mandatory flight training or complicated flight rules. By 1983, estimates put total ultralight sales at approximately 20,000 aircraft.

movements, or two-axis-control designs with elevators and rudders only. Some designs mixed weight-shift and two-axis control systems. Early ultralight engines left a lot to be desired. Unreliable and inef-

ficient, they were intended for use as earth-tampers and lawn mowers. The most nightmarish of the early ultralight self-regulation, these endesigns were those that used chain-couraging developments may be a designs were those that used chainsaw engines bolted to a hand glid-

Today's ultralights are quite an improvement, although critics have held on to their prejudice. Instead largest manufacturer of ultralights, rons and rudders (and in some Economic factors are also gang-

sold some 250 aircraft a month in cases, flaps) and a high-quality en-1981. This year, the company regine. Some, such as American Airports an average of 30. Other man-ufacturers said they are in the same high-strength Kevlar and carbon iniation.

fiber and come equipped with
This scenario would never have built-in ballistically deployed parabeen predicted in 1979, the year chutes. The most popular engines that ultralight manufacturing be-gan in earnest. In the early days the Kawasaki, the United States' Cuyuna Engine Company and Bombardier-Rotax of Gunskirchen, Austria.

Pilot education and airframe quality has improved, too. The United States' Aircraft Owners and Pilots Association's Air Safety Ultralights are distinguished by their diversity. Farly (pre-1982) approved ultralight instruction approved ultralight instruction pilot safety program in place, as well as accident data and a means well as accident data and a means untralight aircraft. America's Powered Ultralight Manufacturers Association (PUMA) has an FAA-approved program to certify ultralight airframes. All of this is a far cry from the late 1970s, when emberance was in and responsibility was out.

case of too little, too late. The ASF er's down tubes. These came with primitive shields to keep the pilot's head and hands from the propeller arc.

Head of the first two fines and PUMA programs are volumpaintive shields to keep the pilot's head and hands from the propeller arc.

Many pilots are still self-taught. Manufacturers would rather compete than subscribe to common goals. Some stretch the law by building aircraft that are too fast or of cobbled-up control systems and too heavy (55 knots and an empty faint-hearted engines, a modern ul-

For the American experiment in



A hand-held view of fields outside Paris from an ultralight plane.

ing up. The cost of an ultralight can now reach \$8,000. Training insurlight accidents has not helped, elance, storage and repair costs add ther. Those nonstandard controls up quickly. The cost of operating and cantankerous engines have and most involved pilots without an ultralight can rival that of a contributed to numerous accidents, conventional pilot certificates. simple light plane such as the Piper Cab. Access to suitable flying sites few hours of the ultralight pilot's view that safety in ultralight training has a long way to go. One The cumulative effect has been to The American National Transfourth of their 357 accident reports drive people away from ultralight

most of them occurring in the first The American National Trans- fourth of their 357 accident reports

portation Safety Board has investi- involved pilots with no more than are being assimilated into the congated 146 ultralight accidents (79 one hour of total ultralight flying

The publicity surrounding ultra- of them fatal) since February, 1983. time. Half of their reported acci- Ultralights have also paved the light accidents has not helped, ei- Most of them involved in-flight dents listed training as the purpose way for a new type of low-cost twoloss of control or structural failure, of the flight While not fulfilling the hopes it

inspired in 1979, ultralight aviation Data from the ASF supports the has found a place in the larger scheme. In spite of their sometime renegade behavior, ultralight pilots

Ultralights have also paved the seater - a notch or two above ultralights, but less complicated than current two-seat trainers. Avions Pierre Robin's Robin ATL (Avion Très Lèger) and Grob's G112 -scheduled for sale next year - are good examples of this latest trend in light-plane design.

Advances Alter Pilots' Roles

(Continued From Previous Page) system, developed by Sperry Flight Systems, serves as an electronic co-

pilot. Based on a flight plan entered by the human pilot, it can fly the plane from take-off to cruise altitude, navigate the aircraft from waypoint to waypoint to intercept with the destination airport's instrument landing system beams, to touchdown and roll-out. In a flight planning mode the EFIS and the FMS work together, displaying the pilot's planned route and storm centers on the electronic HSI.

The new level of antomation made possible by digital avionics pays off in lower operating costs. The Boeing 767 is designed to be operated by two pilots and, according to pilot reports, could easily be operated by a single pilot.

The 767's FMA can o most fuel-efficient climb and descent rates for the aircraft's weight and ambient conditions, and it takes into account trade-offs between fuel savings and crew costs. Tests conducted by airlines of the flight management systems incor-porated into the 767 and other commercial transports have demonstrated fuel savings as high as 4 percent, compared to the performance of human pilots.

The automated systems of the 767 also reduce maintenance costs. For example, autothrottles are designed so as not to exceed operating temperature and pressure limits of the engine. Excesses tend to shorten the life of engine components, requiring more maintenance. The automatic systems gather and store more information about the aircraft's engines and hydraulic systems than can a human pilot. With this data, maintenance crews can pinpoint and replace worn components, rather than having to do a complete overhaul. Airlines are revising their maintenance procedures to take advantage of the sophisticated self-diagnostic capabilities of the latest generation of commercial transport aircraft.

Improvements to digital avionics systems are in the works. One improvement will be to use CRTs with bigger display screens. Display screens are fairly small typically 5 by 6 inches — in current aircraft. New models will have larger screens. For example, the Gulfstream IV business jet being devel-oped by Gulfstream Aerospace Corp. will have 8x8 inch screens. This will allow more information to be displayed on a screen or allow symbols and graphics to be larger, increasing legibility. By the next decade, observers expect aircraft to incorporate 13-inch displays. Designers of military cockpits envision multiple displays being replaced by a single wide-screen as Sperry, Collings and Bendix, are the Northern Hemisphere.

display that would be used as an electronic canvas by all the aircraft's computers.

Aircraft manufacturers and avionics companies are searching for alternatives to the CRT, which can be difficult to read in bright light, and is bulky, heavy, expensive and consumes large amounts of power. Flat-Panel display technologies ap-pear most promising. Unfortunately, all of the current Flat-Panel display technologies have drawbacks that make them unsuitable for aircraft use. But improvements are expected to overcome the limitations so that by the next decade they they could begin to replace

CRTs in aircraft. Head-up displays are being considered for use in civilian aircraft. With these systems, information displayed on a CRT screen is projected to a transparent panel in front of the aircraft windshield, allowing the pilot to monitor critical information without having to stare down into the cockpit. Headup displays have been used on military tactical aircraft since the early 1960s. Now, there is talk of incorporating them on other types of military aircraft and even on civilian transports, although there is considerable controversy whether they are needed on the latter.

Head-up displays for military aircraft are being steadily improved. The use of holographic projection systems is allowing the use of larger displays and increasing their brightness, thereby en-abling more information to be displayed and also allowing images from, radar, optical and infrared sensors to be displayed.

Besides looking at ways to im-prove visual feedback to pilots, sys-tems manufacturers are looking at new ways to provide aural feed-back — notably synthetic speech.

Improved means for enabling the pilot to convey information to the on-board systems are also being explored. The keyboard is currently the only means of communicating with the aircraft's computer, which requires time and that the pilot stare down at screens. Innovations that will ease entry of information are touch-sensitive transparent panels that fit over the display screen, enabling the pilot to the on-board systems are also being display screen, enabling the pilot to select menu options displayed on the screen simply by pointing. Also, cockpits are beginning to in-corporate tape decks that enable pilots to enter prerecorded data, such as standard flight plans.

Digital speech recognition sys-tems are being explored as another way to enter information. The U.S. Air Force, Army, NASA and avionics systems manufacturers, such ognition systems in the cockpit. By the next decade, cockpit systems should be able to recognize simple

The problem with current speech recognition systems is that they recognize a command only about 80 percent of the time in the noisy environment of an ancraft cockpit and they have difficulty dealing with connected speech. In addition, they have to be trained to recognize individual speakers.

Future digital systems will also generate more sophisticated com-puter graphics to help the pilot visualize his or her situation at night or in the clouds. For example. three-dimensional "high in the sky" displays are being developed for commercial transports. In these displays, the aircraft's intended path is shown as a moving ribbon in three-dimensional space. It is similar to the moving road display on video arcade games.

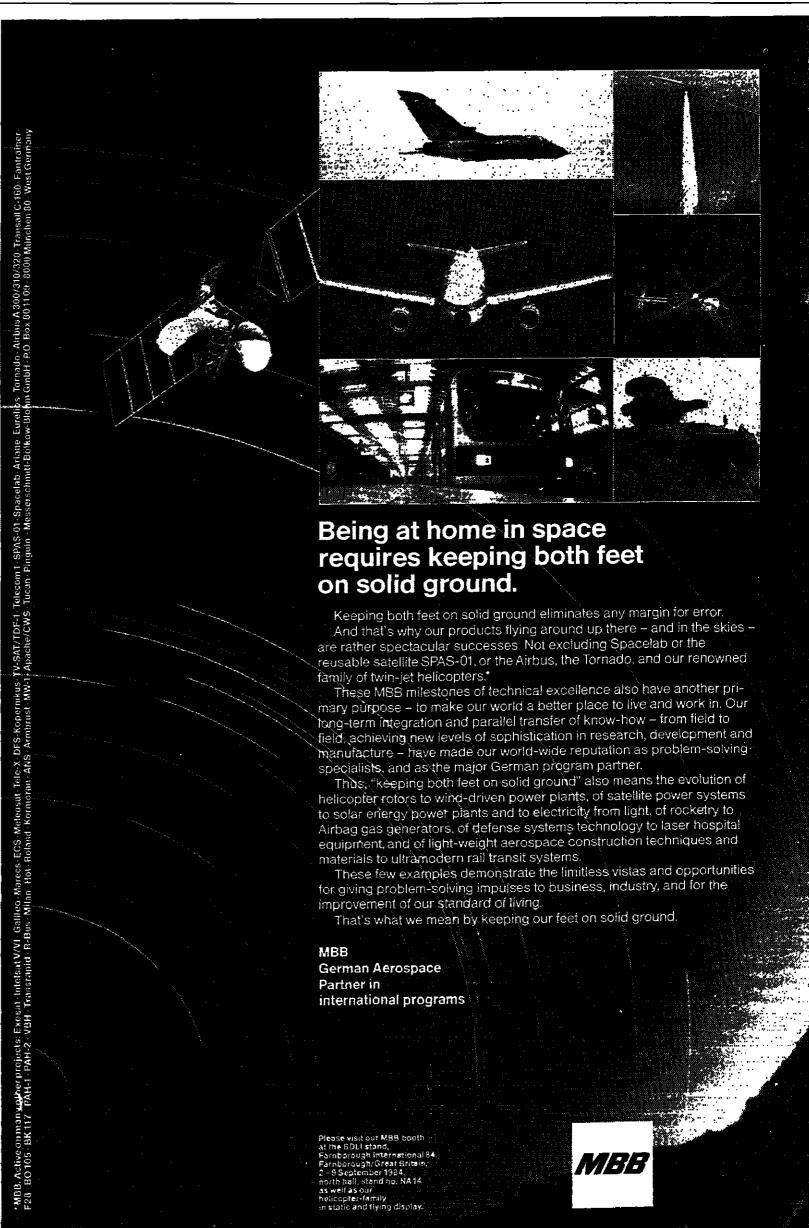
Digital moving topographic map displays are another potential addition. Currently, moving map dis-plays are based on microfilm strips that are projected onto a horizontal situation display. Future moving map displays would be based on digitized maps stored on magnetic or optical disks. The military sees great use for such maps. They could be readily updated in flight, enabling the pilot to mark the locations of enemy forces and defenses.

Topographic maps could be used to create three-dimensional syn-thetic images of the terrain over which an aircraft must fly, showing the actual appearance of the terrain as viewed from the plane's altitude and under various lighting condi-tions. The three-dimensional maps would show the lethal envelopes of surface-to-air missiles and antiaircraft guns, enabling the pilot to steer a course that avoids them. The U.S. Air Force plans to test such a map on an advanced version of its

Advanced navigational equip-ment is likely to appear on both

all exploring the use of speech rec-

civilian and military aircraft in the coming decade. For example, new navigational systems based on the global position satellite system (GPS) will enable accurate position fixes to be made anywhere on the globe. In contrast, the current radio navigation systems used on aircraft use ground-based radio beacons that are concentrated primarily in



The Signs of World Recovery at Exhibition

(Continued From Previous Page)

Farnborough as well. The GEpowered CN235 joins the CASA 212 in the worldwide commuter агепа.

Embraer of Brazil will exhibit its new Brasilia commuter airliner along with the Bandeirante commuter and the Tucano military trainer.

versions of its 330 and 360 com-Sherpa — a military cargo version of the 330 of which 18 have been ordered by the U.S. Air Force Eu-

Among the traditional "busipess" aviation manufacturers, business has not yet returned to past (and profitable) levels. While waiting for business to return to normaley, several of the manufacturers have turned to new product devel-

opment, or the military, to spur company activity.

Gates Leariet will exhibit a heavily modified version of its 35A that will serve as a target-towing aircraft with wing stores capability. Gates is supplying 80 35As to the USAF for transport duty.

Jointly with Gates, Rinaldo Piaggio Spa of Italy is designing the Gates-Piaggio twin-pusher turbo-Short Brothers of Ireland will fly prop. First announced in October ersions of its 330 and 360 commuter aircraft and may exhibit the porate a "three-lifting-surface" wing concept that the companies claim will make it one of the most efficient and fastest aircraft in its class. Piaggio was to exhibit a new cabin design at Farmborough developed for the aircraft by Gates.

Beechcraft is heavily involved in development with a radically new Piper Aircraft, which was recent-

ly bought by Lear Siegler, will be ferrying its latest turboprop — the Cheyenne 400 LS - to Farnborough and will attempt to break the New York to London speed record along the way. A similar attempt will be made with Piper's Cheyenne

Although the world's aviation evolution seems to be accelerating. the pace is about to increase still more. Computers are now being developed to completely gauge and modify an aircraft's aerodynamic and structural efficiency along three dimensions. This innovation will allow new designs to be origi-nated and honed in days instead of months, and finished aircraft will be completed in months instead of years. All that is certain is that much is yet to come, and that the composite aircraft of the carnard face of aviation is bound to change configuration - the Starship 1. substantially in the very near fu-

Spanish Aerospace Industry Still Awaits Major International Sales Breakthrough

By Tom Burns

MADRID - For Construcciones Aeronauticas S.A., known as CASA, the Spanish majority state-owned aerospace company, it has been a question of every silver lining having a dark cloud. The silver lining has been increased participation in international aerospace projects; the cloud has been the failure to achieve an international sales breakthrough where it matters most — in the United States.

Participation has come in the form of involvement in the project to develop the European Fighter Aircraft (EFA), in an increased stake in the European Airbus and in the prospect of working together with the helicopter giant Si-

The international sales failure was the result ny's highly successful short take-off and landing (STOL) transport plane, the Aviocar C-212. would be chosen by the U.S. Air Force for its European Distribution System Aircraft (EDSA)

The EDSA program, which concerns the purchase of 18 planes to distribute spare parts and engines in Europe, was perceived as tailor-made here the linchpin is participation. An upgraded for the Aviocar, a sturdy and adaptable STOL version of the Aviocar C-212, known as the CNfor the Aviocar, a sturdy and adaptable STOL aircraft that has earned itself the nickname of the "jeep with wings." A U.S. defense contract Farnborough show. It is the result of a 50-50 for the C-212 would have been a crucial sales joint venture between Casa and the Indonesian breakthrough.

The 18 aircraft required by the EDSA program would have accounted for 10 percent of the Aviocar C-212's production for the next five years. More importantly the contract would have meant that, as one CASA official put it, "with the Aviocar sporting a USAF logo our salesmen need only to pick up the phone to get more orders."

More than 350 Aviocars are currently operational worldwide, and the "jeep with wings" of the U.S. decision in February to award a key fulfills a variety of functions that range from defense contract for light transport aircraft to Short Brothers of the United Kingdom, builders carrying out military missions. But CASA's regof the Sherpa, in preference to CASA. High ular clients in Latin America have felt the reces-hopes had been held at CASA that the compasion deeply in the last year and orders have what Aerospace industry analysts see as a mardipped. "A sales operation that took three to six dipped." "A sales operation that took three to six dipped. "A sales operation that took three to six dipped. "A sales operation that took three to six dipped." "A sales operation that took three tooks ope

235, will be officially presented this year at the aerospace company P.T. Nurtanio.

The CN-235 is sleeker, bigger and faster than the Aviocar. It is designed to carry a maximum of 40 passengers, compared with the C-212's 28, and is propelled by the more powerful GE CT7-7 engine, against the Aviocar's Garret TPE-331. Casa officials stress that more than an improved C-212 it is an entirely new plane. But the STOL principles of maximum toughness and versatility apply in both cases, and the CN-235 owes much to the marketing, design and mission knowledge acquired in the development of its

With the CN-235, CASA is betting heavily on

quence, the experience has deeply impressed the Madrid, advantages of participation on CASA officials. Participation and joint ventures are something industry's key necessity of advanced technolog a guiding philosophy at the Spanish aerothat Northrop holds 13 percent (the Spanish of technology. In the event, less has been forth-state holding company Instituto Nacional de coming than CASA executives had been led to Industria, INI, holds 72 percent of CASA's expect and the EFA project is seen as compen-

The interest in participation has been under-lined by CASA's decision to increase its share in relationships with the United States, caused by the A-320 version of the European Airbus from the limited F-18a transfers as much as by the 4.2 percent to 5.2 percent. It is, moreover, an disappointment over the EDSA contract, has increased share that notably improves the advanced technology contribution by CASA to the June between CASA and United Technologies'

Aircraft (EFA) project with France, Britain, West Germany and Italy to produce a new

up the Far East for CASA and, as a conse- five countries concerned that was held in July in for the final assembly and flight test in Spain of

pace company, and it is no accident that West of the Madrid government last year to buy 72 F-Germany's Messerschmitt-Bölkow-Blohm 18a Hornet combat planes built by McDonnell (MBB) has an 11-percent stake in CASA and Douglas would prompt a considerable transfer ing for the shortfall.

Sikorsky Aircraft. The memorandum establish-In line with the Airbus participation, Spain es a long-term industrial cooperation between and CASA are involved in the European Fighter CASA and the U.S. helicopter manufacturing my is now seeking interested participators in

CASA already assembles and produces a limgeneration combat plane in the 1990s. CASA's ited amount of parts of MBB's BO 105 helicopparticipation in the EFA project is likely to be ter. The memorandum with Sikorsky is on simi-

Despite the setback, CASA is forging ahead with production of a new STOL aircraft, and here the linchpin is participation. An upgraded are among CASA's potential competitors in the around 10 percent. The political decision to lar, if slightly more ambitious, lines. Initially carry out feasibility studies for the EFA was carry out feasibility studies for the EFA was the produce major components for the political decision to lar, if slightly more ambitious, lines. Initially carry out feasibility studies for the EFA was the production of a new STOL aircraft, and here the linchpin is participation. An upgraded the S-70/h-60 series. Other provisions of the The EFA plans meet the Spanish aerospace memorandum concern development of further areas of cooperation in product support, research and development and other commercial helicopter programs.

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A final project of considerable importance for CASA concerns one of its wholly home-produced products, the C101, which is an advanced jet trainer that is sold almost exclusively to the Spanish air force. In December last year a new ototype, the C101-5, made a successful maid. en flight. The aircraft has greater power and avionics.

CASA is now searching for partners to take the C101 series a major step further by developing and producing a tactical combat plane that would complement the EFA program. Through the EFA project CASA will be able to tap ny is now seeking interested participators in Latin America and/or the Far East for the promotion of the C101 project. A certain client for a new tactical combat plane would be the

Brazil Sets Its Sights on Military Market

By Richard House

SAO PAULO --- When the rapally expanding aerospace industry of Brazil is described as a newcomer to the field. Brazilians insist that in 1906 one of their number. Santos Dumont, was the first man ever to fly and that aircraft have been designed and built in Brazil uninter-

ruptedly since 1910. Nevertheless, the great impetus has come in the last decade under supervision of the military-backed government, and sales of more than 5,000 Brazilian civilian and militury planes have made Empresa Brasileira de Aeronautica (Embraer), the national aircraft corporation, an important presence on world markets, awakening the more aggressive instincts of its competitors. In space, Brazil is developing its own launch vehicle and small satellites to complement the Canadian-built communications satellite it will put up early next year. This research has produced a generation of military rockets for export, including a new saturation missile system being used by Iraqi forces against Iranian ground troops in the latest Gulf offensive.

Embraer was set up 15 years ago, with 51 percent air ministry control, to build and market the Ban-

sions. So far, 434 planes have been sold to 26 nations, almost 100 of them to commuter airlines in the U.S market. There, the Bandeirante turned aside a 1982 protectionist suit by Fairchild-Swearin-

gen in Washington. Embraer's president, Colonel Ozires Silva, hopes to avoid such litigation for the more sophisticated, 30-passenger Brasilia airliner, which expects to receive approval from the Civil Aeronautics Board in early 1985. "There's no plane in the same class being projected or built in the United States; we are not taking the market away from anyone,' he said in an interview at Embraer's headquarters in São Jose Dos Campos. Embraer has received 111 options for the \$5-million plane, and it expects to sell about 150. At the spring meeting of the U.S. Regional Airlines Association, the company received orders for 22 Brasilias

Embraer, which expects a \$240million turnover in 1984, is not relying on exports alone. "Only aircraft producers with a solid base in the internal market are viable, and the export market alone doesn't sustain a company," Colonel Silva said. But adverse conditions in the civil aviation market have made

being repassed to Iraq, which is a major buyer of Brazilian weapons. Such purchases offset Brazil's oil imports. Such sales of aircraft to conflict areas have caused domestic deirante (Bandit), a 14-passenger Embraer look toward the military commuter propeller plane also sector. "Our guess is that up to political furor, and Flavio Birrenbach, an opposition party con-gressman, has proposed a bill to prevent such deals. "I think Honduras will use the planes against the Sandinistas, and there is a chance

> against troops once Iran's air cover gets weaker," he said. Embraer beat out the Swiss company Pilatus for the Egypt contract, and the two are again battling for a £150-million contract to supply Britain's Royal Air Force with 155 new planes. "The final decision will be eminently political," Colonel Silva said. Accordingly, he has signed a joint production agreement with Britain's Shorts Broth-

weapon, but its secondary charac-

to the Central American govern-

ment of Honduras raised some eye-

supports. Honduras is a center for

against Nicaragua's Sandinistas,

of which will be assembled in Cai-

ro, also foresees 80 of the planes

could be used thus.

ers, which promises an additional 3.000 jobs in economically troubled Northern Ireland if the RAF chooses the Tucano. Pilatus has joined forces with British Aerospace. The two companies, which together have a 30-percent share of the small commuter aircraft sector. Elsewhere, Brazil is negotiating a major aircraft sale and licensing

ment with China. Technically, Brazil's most ambitious partner-ship is with Italy, for the developprototype will fly in June 1985 and lites, raising fears among its neigh-will be in service by 1987. The bors that such a ballistic system agreement follows a 1970 contract could also deliver a nuclear device. to produce 182 Aermacchi 326 jet fighters in Brazil.

1987 the emphasis will be military, high hopes that the Italians will but the option will depend on the way the market works," the colonel again prove their skill in winning NATO contracts. At about \$10 million, the AMX is 50 percent cheaper than its rivals. But aviation Although overall sales will net

is by no means Embraer alone less than from the Brasilia, the new there are more than 500 small complane with the highest profile on panies operating in Brazil, supply-ing parts such as landing-gear com-ponents for Boeing's 747 and seats Brazil's aviation scene is the T-27 Tucano, a \$1.5-million turboprop military trainer already in service for the European Airbus. Brazil with Brazil's air force and which is also produces French-designed hebringing big successes - and some licopters, and both Sikorsky and diplomatic embarrassments. The Italy's Agusta are studying the market. "It's like the U.S. model two-seat Tucano is not an offensive the government pays for developteristic is for antiguerrilla warfare, ment and then lets private industry have the technology free of and so a sale in June of eight planes charge," said Roberto Pereira de Andrade, editor of the magazine brows among members of the Con-Defense and Technology. This is tadora Group, which Brazil just one of the ways in which the government indirectly subsidizes U.S-backed military activity the aerospace industry, while planes like the Bandeirante remain and there were fears that the planes a U.S.-Canadian plane built with Brazilian labor," according to an Embraer official. The sales results, A \$181-million contract to supply Egypt with 120 Tucanos, many according to Mr. Birrenbach, are achieved by "subsidies, which the

prices are absurd and unrea In August, Embraer's 7,300member labor force went on strike for higher pay. Although the United States cleared Embraer on subsidy charges, aggressive pricing of the Bandierante has forced one competitor, Israel's Arava, out of production. Mr. Birrenbach, a member of the congressional committee on national security, also for the Tucano to be used by Iraq charges that the paternalist hand of the military government and Enbraer's virtual monopoly has stranaled local enterprise in exchange for imported technology, citing a designed Piper light aircraft.

Brazilian people are paying for -

"Embraer's activities have always been against private enterprise; the Piper agreement was ab-solutely unnecessary as Brazil had the expertise to make much better planes," Mr. Birrenbach said. But private investment is responsible for 90 percent of Embraer's capital. although the air force keeps control. But in space Brazil needed foreign expertise, although it now sells small rockets back to the U.S. National Aeronautics and Space Administration. Next year the Eucopean launch vehicle Ariane will put up the \$231-million Brasilsat, made by the Canadian company Spar-Hughes. The earth station Brazil's most ambitious partnernear Rio de Janeiro has already
ship is with Italy, for the development of the AMX subsonic strike
launch vehicle, with a 1,000-kilojet. Despite a crash in Italy, Brazil's meter range, for its own small satel-

Development of research rockets led to the formation in 1961 of Embraer, with 30 percent of the Avibras, now the developing \$600-million AMX project, has world's leading missile producer.

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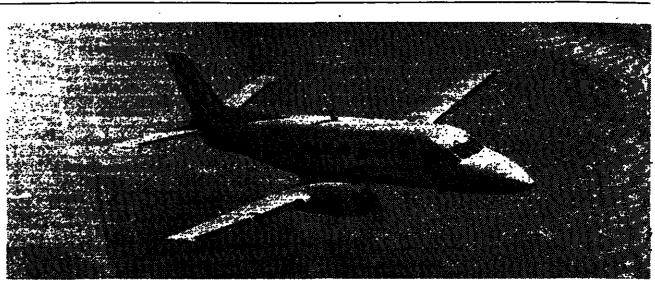
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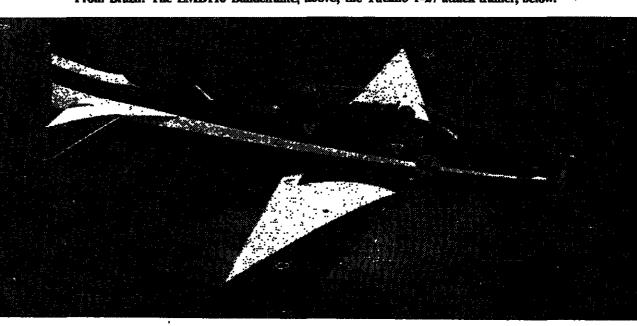
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From Brazil: The EMB110 Bandeirante, above; the Tucano T-27 attack trainer, below.



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Boeing, Airbus Vie for Sales in Africa

By Michael Selwyn

LONDON - The intense and long-running sales battle between the U.S. aircraft giant Boeing and the four-nation Airbus Industrie consortium is set to reach Africa, where national airlines will soon have to replace their aging inter-

The situation has been given im-petus by Annex 16 of the International Civil Aviation Organization (ICAO), which sets strict noise limits at airports for landing and takeoff. Annex 16 was first drafted in reduce aircraft noise at major air-ports. Since 1971 governments have come to appreciate the need ICAO has no power to make the doption of Annex 16 among its bia, Zimbabwe and Angola. 40 members mandatory. Howevr, the rule becomes effective in the United States in January 1985, and

European Community in January 707/720. For Africa's leading carriers the 707 is the mainstay of long-range services, and the 707 is still operated by the airlines of 17 countries in the Organization of

African Unity. in addition to the noise level, nost of these aircraft, which were introduced in the 1950s, are increasingly expensive to maintain and are coming to the end of their operating life. For African carriers, replacement of the 15O-19O-seat 707 has become the only option. However, until recently, the lack of a suitable replacement has provided headaches for airline executives. The first generation of wide-bodied jets — the Boeing 747, McDonnell-Douglas DC-10, Lockheed L-1011 TriStar and Airbus A300 -were either too big or had a limited range. At present only a small percentage of jet aircraft operated by African airlines are wide-bodied and just seven OAU airlines - the first African carrier to offer Royal Air Maroc, Air Algèrie, Nigeria Airways, Air Gabon, Air Afrique, Cameroon Airlines and Air Madagascar — use 747s, With a seating capacity of 400. African

But the 1980s have witnessed all-Boeing fleet. the introduction of a new range of Ronald Woodard, senior director Guinée have ordered the shorter- burden on the already tightly

Airbus, on the other hand, has introduced a long-range variant of its A-300 — the A310-200 which the marketing director for Africa, Fritz Winkelmann, said is "the next step after the 707." Both manufacturers are hoping for ma-jor African orders soon. Prime targets are Cameroon Airlines, TAAG-Linhas Aereas de Angola, Air Zimbabwe, Air Mauritius, Ke-

nya Airways, Air Algérie, Royal Air Marou and Uganda Airways. 1971 following a successful cam-paign among Western countries to The A310-200 has made promotional visits to the Ivory Coast, Nigeria, Gabon, Cameroon, Angola, Zambia, Zimbabwe, Madagascar for stringent noise controls. The and Mauritius, while the 767 has toured Ethiopia, Cameroon, Zam-

Airlines that have opted for the A310 are Air Algérie and Nigeria Airways. EgyptAir and Ethiopian will become law throughout the Airlines have ordered three and two 767s, respectively. According 1988.
The aircraft most affected by Aricraft be the Boeing and these orders is that of Ethiopian Airlines whose decision Boeing executives believe gives the manufacturer a headstart

on the continent, Ethiopian is probably Africa's covers three continents - Africa, Europe and Asia - and comprises Dakar to Peking. Since 1980 it has turned in steadily increasing profits, due mainly to its role in pioneering east-west African routes.
Its flight-training school and maintenance base have won acclaim throughout Africa and the Middle East. Ethiopian carries out maintenance for Zambia Airways, Sudan Airways, Kenya Airways, Nigeria Airways, North Yemen's Yemenia and South Yemen's Alyemda - all Boeing 707 operators. Boeing officials visited Addis Ababa in early August to discuss designs for a new \$65-million 767 maintenance hangar. With Ethiopian set to become

Ethiopian's lead is strong. Boeing will also be relying on its carriers would be hard-pressed to long history of sales to Africa and fill them on their European ser- the fact that several carriers, such as Ethiopian, already operate an

comprehensive maintenance facili-

ties for the 767, the incentive for

other African certiers to follow

On the other hand, Airbus offifuel-efficient, twin-engined wide- cials point to the A300/310's exbodied aircraft more suited to Afri- cellent safety record, its penetra-

has a higher cargo-handling capacity than the 767, company officials

A310 versus the 767 pale into insignificance when set against the financial resources of African airlines. Most carriers are undercapitalized and have continued to show heavy losses, in spite of the general upturn in world air traffic. African carriers are still small in world industry terms. According to the International Air Transport Association's 1983 statistics, only three African OAU operators — Air Algerie. EgyptAir and Nigeria Airways - figure in the ranking of its top 50 members, in terms of schedd passenger-kilometers. In 1983, IATA traffic on north Atlantic services accounted for 22.2 percent of international revenue tonne-kilometers; on services between Eu-

rope and northern Africa the figure

was just 2.4 percent and Europe and southern Africa 4.2 percent. Four reasons can be given to explain why African carriers lag behind their Western competitors. First, too many airlines offer basifastest-growing carrier. Its network cally similar services without enough regional coordination. The African Airlines Association (Afraa) has campaigned strongly for greater cooperation, but the status of national flag-carriers' prime routes is still rated too highly. One attempt at co-ordination was made with the foundation in 1961 of Air Afrique, grouping 10 francophone countries in West and Central Africa. Yet, in mid-1984 the airline had debts of \$234 million and is having

to impose staff and salary reduc-Secondly, it is estimated that Secondly, it is estimated that favor of leasing a Boeing 747SP about \$1 billion of world airline from South African Airways for revenues are blocked and that 65 percent of these are held in Africa. Local operators are probably owed one-quarter of this amount, and, therefore, cannot re-equip to take ate more, if they are to match their on loreign wide-bodied competi- overseas competitors. In the words tion. Thirdly, African carriers' route networks are still basically north-south rather than east-west, which gives overseas operators an inherent advantage. Finally, African airlines have suffered from in-

and substandard radar and interairport communication. Given the \$50-million to \$60-

of sales for Africa, the Middle East and Latin America, "is the ideal replacement for the 707."

stretched finances of African carriages A300—and the reliability of its ECAM on-board navigation computer, developed by the French as the World Bank do not provide. computer, developed by the French as the World Bank do not provide electronics conglomerate Thom-son-CSF. In addition, the Airbus purchases, so airlines have had no choice but to turn to commercial banks, which, since the Laker and Braniff insolvencies of 1982, have Yet, the technical merits of the become wary of involvement. In the case of Ethiopian Airlines, the 767 order was financed by a \$101.1-million loan, provided by a consortium led by the U.S. Bankers Trust. The credit is guaranteed by the U.S. Export-Import Bank, which - for the first time - is providing an expropriation risk financial guarantee. The loan is for eight years, at between 1 to 11/2 percent above the London inter-bank offered rate, a hefty burden for an airline with a capital of just

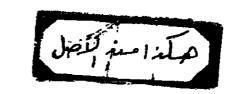
\$55 million. Burdensome financing terms have also led Sudan Airways to shelve an order, placed in 1982, for three A310s. Despite the aggressive attempts by EC governments to undercut Ex-Im Bank terms, the financing package offered by Air-bus is still beyond the repayment capabilities of many potential Afri-

can customers. One possible way out for African nirlines is to buy second-hand. The Lockheed TriStar 500, while no longer in production, still has a good 10 to 15 years' operating life and could be put to effective use on Africa/Europe routes: Another option would be to buy a re-engined DC-8, supplied by Camacorp; based in Pasadena, California, which is able to fly long distance nonstop and comply with noise

regulations Thirdly, leasing may provide a breathing space. Air Mauritius, for example, has put off a decision on whether to buy the A310 or 767 in

However, these solutions do not address themselves to the basic need for African airlines to cooperof Tanzania's transport and communications minister, John Male" cela: "The time has come for our countries to seriously think of

merging their airlines. One small step toward a joint adequate navigation infrastructure. African airline procurement policy has come with Afraa's decision to prepare a common specification for the 757, 767 and A310. However, at million purchase price of a 767 or major change of thinking among can requirements. Boeing is offer ion of the francophone market — A310, including spares, re-equipment carriers still needs to ment is bound to place a significant emerge if they modernize and strengthen their viability.



A SPECIAL REPORT ON AEROSPACE

Disparities Between U.S. and European Fares Are Linked to a Lack of Competition

By Ronald Katz

PARIS - Paxton Dunn had a rude shock the last time he came to Paris. Mr. Dunn, executive director of the U.S. Council for International Business, flies frequently be-tween New York and Washington

Mr. Dunn hops a shuttle flight their defenders argue that many of the comparisons are highly selec-Issually returning the same day. The recent roundtrip economy cost \$120, including a guaranteed seat.

Rut the David Commanded State of States of But the Paris-Geneva roundtrip fares in the United States. More-economy fare is 2,040 French over, the competition and range of over, the competition and range of francs for roughly the same dis- fares offered on many U.S. routes



Like many American business

men, Mr. Dunn is puzzled. He wonders whether the often enormous difference between prices charged in the United States and tween New York and Washington to monitor legislation likely to affect business. On his last trip to Paris he considered flying to General Paris he tance. At early August exchange make it hard to determine what a rates, that was about \$231, or 92 normal U.S. fare is. As the British

> would have us believe." flight on another major carrier can run as high as \$210. But on one of the so-called "discount carriers," it could be less than half that price. What then is the "normal" U.S.

sounded by the CAA, intra-Emo-pean fares are generally higher than American ones, sometimes dramat-ically so. These are some examples taken from a broader survey con-ducted by the magazine ICC Busi-

'Most European routes are devoid of any real competition in the price sense. According to the European Civil Aviation Conference, between 75 and 80 percent of the ton-kilometers on intra-European flights are subject to pooling agreements between airlines of countries concerned.'

ness World: Paris is roughly as far cent higher, and this with the dollar ropean social charges factored in, from Geneva as Houston is from at historic levels. Dallas. But a major scheduled air-line quotes \$111 as its economy class roundtrip fare between those two Sunbelt centers. The European fare is more than double the American one. Paris-Zurich, a 960-kilometer roundtrip, was priced at 2,270 French francs, about \$257; normal U.S. fare is. As the British
Civil Avistion Authority noted:
"Generalization is far more difficult that many commentators

Boston-Philadelphia (976 kilometers roundtrip) was quoted at \$242;
while an Indianapolis-Detroit
flight (996 kilometers roundtrip) cost \$240. Paris-Athens (4,185 kilo-Mr. Dunn's experience illustrates the CAA's point. His \$120 roundtrip shuttle flight was on a major scheduled airline. The same flight on another major carrier can pure scheduled in the process of the On a relatively noncompetitive route of similar distance, Boston-Memphis, the principal scheduled airline priced its unrestricted economy class ticket at \$596 return, making the European fare 20 per-

European authorities explain

these apparent disparities by citing higher costs in Europe per seatkilometer, caused by suffer expenses for crew, fuel, maintenance down? and landing charges. The International Air Transport Association the heart of the matter. Most Euro-(IATA) produced a study in 1982 showing European crew costs more than two times higher than American ones, fuel costs were 45 percent higher, maintenance costs 75 per-cent higher and landing charges an astounding five times higher. Some of those figures are worth a second

ed States and oil there is priced at extent that pooling agreements re-world market levels? Similarly, why duce competition...there may be should European crew costs be so also less pressure on the pool partmuch higher, even with steeper Eu- ners to reduce costs."

group, are among the best paid in the nation? Finally, would more competition among European airlines bring some of those costs

Lack of competition may be at

pean routes are devoid of any real competition in the price sense. According to the European Civil Aviation Conference (ECAC), between 75 and 80 percent of the ton-kilometers on intra-European flights are subject to pooling agree-ments between airlines of the countries concerned. Some of these Why, for example, should European fuel costs be so much higher
than American ones when oil prices
have been decontrolled in the Unit-

Whether European airlines are overstaffed is not always easy to determine, although one striking il-lustration is British Airways, which has cut its staff from 57,000 to 37,000 over the last few years while still flying virtually the same route structure. In the United States, too, there have been substantial productivity gains, perhaps spurred by fierce competition.

cluded deal between the British and to these two major centers, other Dutch governments abrogating the countries could be compelled to old bilateral agreement between follow their lead. the two countries in favor of a regime that allows "country of ori- Commission's Civil Aviation Memgin" pricing, that is, no veto power orandum No. 2. a modest proposal by one country over the innovative calling for some limits on pooling, fares of the other. Already British Airways has introduced a restricted of some tickets and moderate curbs £49 (\$65) roundtrip fare between on government intervention. The London and Amsterdam, and the proposal, now before the Council Dutch have responded in kind. of Ministers, is intended to bring



Two new developments may of-fer fresh hope for European air travelers. The first is a recently con-travelers. The first is a recently con-

The second is the European "zones of flexibility" on the price since they have no wish to see a European solution to a question they regard as a linchpin of national sovereignty.

Ronald_Kaiz is secretary of the Airport Transport Commission of the International Chamber of Conmerce in Paris. This article expresses his own views and are not necessarily those of the commission.

A Flurry of Options **Steps Up Fare War Across the Pacific**

By Dinah Lee

HONG KONG — The canny Asian traveler would rather be caught dead than be seen paying full economy fare for a trip to the U.S. West Coast — and no one can U.S. West Coast - and no one can blame him. A quick call to any de Janiero, whereas the U.S. carrireputable travel agent in Hong
Kong will cut his ticket costs by
half, due to the currently fierce
competition among more than half a dozen airlines now crossing the

and the countries of southeast Asia, ic. giving them about 35 percent of one telephone inquiry produced a the total of 4.3 million passengers one telephone inquiry produced a flurry of options, from Pan American's roundtrip flight to Los Ange ca last year.

les from Hong Kong for \$717.94 to

We need to improve our sales to the bargain favorite of many, Kore-foreigners," said Mr. Hayami, who Angeles and back via Seoul for \$564.10. (Korean Airlines changed KAL flight from New York while it was over Russian airspace.)

Even Singapore Airlines, which models itself on the elegant Swissair and recoils at the mention of cut-rate tickets, was on the list too, but beyond that, profits are deteroffering tickets to Los Angeles for \$705.12, a substantial saving over its full economy ticket costing yield."

Small wonder then that airlines on Pacific routes, including Pan Am, Japan Airlines, China Airlines, United, Korean, Cathay Pacific, Singapore Airlines, Northwest Orient and Continental Airlines, the latest comer, regard the irresistible growth potential of trans-Pacific routes as almost a

According to the International Air Transport Association's forecasts, growth in passenger traffic between North America and the Far East will be between 6 and 7 percent over the next two years, hile growth in cargo traffic will be slightly higher. This compares fa-vorably with an estimated annual growth worldwide of nearly 4.5 percent for passengers and slightly more than 5 percent for cargo.

The airlines personnel based in Asia give the ready impression that they are attacking the Pacific chal-lenge with gusto, but their eager-ness to cull information about other airlines rather than divulge facts about their own is an indication of their true wariness. Most impressive among the competitors when it comes to ready statistics on the the number of seats. Singapore Airregion and a visible marketing lines and Cathay Pacific (the only strategy is Japan Airlines, the only Asian airline among the three pioneers of trans-Pacific service.

The other two pioneers, Pan Am on the Carter administration's deregulation of U.S. landing rights, in exchange for wider competition over the Pacific, with regret. But JAL's deputy manager for passenger sales. Tsimehisa Havami, recently disagreed with the American contention that the Japanese got the better of the deal.

"No, I don't think so," Mr. Hayami said. "Generally speaking, I don't agree with deregulation, which America would like to take as their policy. But in the U.S.-Iapan bilateral air agreement signed after the war, the United York, the British actor, as Marco States had strong powers, and the Polo, exploiting the East-West imagreement was not equal. The cities age of the Italian explorer as a sort in the United States that we can fly of 13th-century business commuter to even now are too limited."

nant carrier both inside Japan and airlines overestimated the fame of throughout the entire Far East, can Marco Polo as an international theoretically fly to nine cities in the traveler, and a new campaign is United States, while the competing under way for autumn. However, U.S. airlines serve 16. The Japanese 45 percent of last year's Cathay would like to add Houston, Dallas customers were business people or Atlanta to their list, which already includes New York, San London-based Swire group's main Francisco. Los Angeles, Seattle, contributor of profits.

States, except to São Paulo and Rio tours, complete with hotel and sightseeing, have won it 50 percent Although officially almost all the airlines deny participating in the fare war between North America flying from Tokyo across the Pacifflying from Tokyo across the Pacifflying from Tokyo to North Ameri-

> perceives that JAL's image to outsiders may be "too aggressive."

With so many airlines as aggres on offer is around 6.5 million a year, exceeding demand by more than 2 million. All the airlines are earnestly trying to maximize their "load factors," or seats filled. Most average a 70-80 percent load factor, mined by the price paid for the tickets filling the airplane, or "the

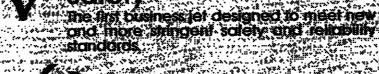
tor for sales for Pan Am, Cassell Meyers, said: "It's tough. We are competing with national carriers inside and outside the Asian region, which are a source of national pride and enjoy limitless advertising and promotion budgets. It's an extremely price-sensitive region."

Pan Am retaliates by concentrating on selling Asian destinations primarily to U.S. travelers, and emphasizing their experience as the first to cross the Pacific, rather than falling in line with the Asian airlines' familiar soft-sell of exotic stewardesses. Mr. Meyers confirmed the continuation of a trend that was evident more than a year ago among Asian airlines of aiming sales at the business traveler, who travels frequently and develops preferences among airlines based on punctuality and service on-

"The business traveler is very service sensitive and not so price sensitive; he's the hottest thing going." Mr. Meyers said. Pan Am's "yield improvement" program be-gun last spring included changing their fare structure and increasing privately owned Asian carrier in the race,) changed the configuration of their business seating as well. Korean Air, better known for its low fares, is trying to upgrade its image, which suffered serious damage last year when a flight from New York was shot down by the Soviet Union over Russian airspace. According to Joseph Tung, passenger sales manager in Hong Kong, Korean Airline's transformation includes a new logo and a new "prestige class" as well as its new name. Image building can backfire, as

Cathay learned last year. In a highly touted switch of advertising firms, Cathay launched a series of advertisements featuring Michael in a fur-lined cape. A Cathay For the moment, JAL, the domi-spokesman now reflects that the





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Figure 1 and 1



CHALLENGER 601

Airline Marketing Gimmicks Go Beyond the Frills

By Joan M. Feldman

WASHINGTON - Twice a day, every day except Saturday, you can fly Regent Air between New York and Los Angeles sitting in a private compartment, have your nails manicured, hair fixed or dictate a letter. One-way fare is \$810, including limousine service at both ends.

Or, twice a day, every day, including one 2 A.M. departure, you can fly People Express between Newark and Los Angeles, for \$119 or \$149. On these flights, you pay for every additional service, from a picnic basket to

checked baggage.

These extremes mark the outer limits of the current spate of airline marketing gimmicks. Carriers in the United States and abroad offer every permutation in-between to snag customers.

Most airlines agree that the timing and frequency of flights is their primary marketing tool. Business passengers, who account for 51 percent of total U.S. traffic and two-thirds of the revenue, care about schedules. But if many airlines offer similar schedules from the same points, more is necessary to attract the high-margin busi-

in 1981 American Airlines initiated a new marketing
That plan and subsequent plan to accomplish just that. That plan and subsequent copies of it are known generically as frequent flier programs. Thomas Plaskett, senior vice president for marketing at American, calls it "the single most important marketing program ever undertaken by American,

The airline dreamed it up to compete with new airlines, which use their lower costs to offer better service at discounted fares to gain a market foothold against incum bents like American. American countered with free flights

and discounted fares for frequent passengers.

United and other airlines matched American, but some carriers held out, "We were as cynical as the next guy," recalls Peter McHugh, vice president for passenger marketing at Trans World Airlines.

"We were convinced we didn't need it," says Charles

Demoney, head of marketing for Frontier Airlines at that time and now senior vice president for marketing of New

TWA, Frontier and others soon changed their minds.

"[We] would be hard- pressed to attract and keep loyal frequent fliers if we did not have the program," said Joyce Bennis, manager of TWA's frequent flier plan. Mr. Demoney cannot say how much traffic Frontier lost to United at its Denver bub, but, he insists, "we know what it did for us" when Frontier joined American's advantage

plan. The mere fact that the small airlines are joining [the plans] shows their importance, says Robert Joedicke, airline analyst for Shearson Lehman/American Express. There are negative aspects, too. There are administrative costs — American admits to at least \$1 million a

'International carriers have become partners in the U.S. lines programs. That allows U.S. carriers to offer more exotic trips as rewards.

month -as well as the costs of free travel. Pan Am blames some of its recent losses on travelers claiming their free trips before an airline-imposed deadline.

The concept is spreading. International carriers, from British Airways to Qantas, have become partners in the U.S. lines' programs. That alllows U.S. carriers to offer more exotic trips as rewards, and helps foreign airlines prevent diversion of traffic. Hotels, car-rental firms and cruise lines also are participating.

Another war is over separate business-class sections. Many new small lines such as Midway Metrolink and Air One in the United States offer one-class service, trumpet ed as equivalent or close to big-airline first class at coach fares. New York Air gives New York-Washington passengers newspapers, legroom, wine, beer, bagels and cream cheese.

Of the big airlines, only TWA has a domestic U.S. business class, offered on all of its wide-bodied aircraft. It even has slumber seats in the United States, until now a strictly international, first-class

International business class, meanwhile, is practically an art form. Heavy competition now makes it harder to distinguish between first class and business sections. Outside Europe, though, European first class is still better than that offered by U.S. airlines. International business-class passengers get advance

check-in and seat selection; separate airport check-in counters; private airport lounges; secretarial services; selection of entrees; slumber seats; a better quality of wine and liquor and, in the case of Far East carriers, bilingual business cards. The toughest international fight has been over the size of the business-class seat. Trans-Atlantic carriers recently had an advertising war over the number of inches by which their seats were wider.

Despite appearances, not all airline marketing is aimed at the business traveler. Regent Air, which carries a maximum of 35 passengers, makes no bones about wanting the affluent travelers who do not have to worry about free trips. Conspicuous consumption is its gimmick. Even the rest room is called a *salle de bain*, while meals are planned by a Los Angeles chef.

Others, like People Express, appeal to bargain-hunters People Express is after travelers wanting the lowest possi-ble price and not caring about frills. In fact, a First Boston Corp. airline analyst, Michael Derchin, once said People "is the only new airline to create a new market." Until recently, People flew mostly underserved routes. Now it is bringing its low-fare, no-frill concept to big-airline mar-kets such as between Newark and Minneapolis, Los Ange-

The marketing stakes are about to escalate even more "Free" flights or better service at lower fares are not always enough. Beginning in September, Midway Metro-link, in a fight for its life against bigger airlines and People's low fares in Chicago, will offer American Express card credits to its frequent fliers. According to Midway's chairman, Arthur C. Bass, in a reference to his company's mostly Midwestern route network, "No one wants another

Used Market a Fertile Ground For Cultivating New Buyers

By Lew Townsend

WICHITA, Kansas — The world's major jetliner producers — Boeing, McDonnell Douglas, Air-bus Industrie — have discovered what automobile dealers have known for years: There is money in the used market, and it is fertile ground for cultivating future buyers of new models.

Boeing which has built 60 per-cent of the 7,000 jetliners flying today, has become the most aggressive in the used-jetliner market, embracing it as a completely new and maior line of busine

James A. Blue, Boeing vice president for international government and used aircraft sales, predicts that by the end of 1985 Boeing will have acquired — and, he hopes, sold — about 100 used jetliners worth \$1 billion.

Mr. Blue was to report at the Famborough show that since last year the company has sold or leased 14 used Boeing 747s, seven used Boeing 727 trijets, three Mc-Donnell Douglas DC-10s and two Lockheed Corp. L-1011s. Contrary to Mr. Blue's initial belief that the majority of the company's used jet-liners would go to Third World countries, most have been peddled to U.S. domestic airlines, mainly

McDonnell Douglas and Airbus Industrie, although battling Boeing and each other at every twist and

the same gusto. Their actions re- ket. flect a continuing desire to deal in used jetliners only as an adjunct service to their new-plane customers, often acting merely as brokers in bringing buyers and sellers to-

All three manufacturers were forced into being more active in the models. used-plane business by the reces-sion, when the world's airlines balked at placing orders for new models unless they could unload some of their old ones. That was a problem because of a glut of used planes on the market, especially wide-bodied aircraft like Boeing 747 jumbo jets, McDonnell Doug-ias DC-10s and Airbus A300s, as well as Lockheed's L-101 is built by Lockheed Corp., which earlier discontinued its jetliner production.

Much of that has changed, according to the manufacturers. "What we have found is that the extra capacity - all the used aircraft - that was the most evident in the early part of last year has gone away, especially DC-10s," said Elaine Bendell, spokeswoman for Douglas Aircraft Co., Long Beach, California, McDonnell

Douglas' jetliner subsidiary. "Our used aircraft unit has been used mostly as a locating service for customers," she said. "Let's say you're a [McDonnell Douglas] DCoperator and you're looking for one used DC-9s. The likelihood is that we would know where such airplanes might be, since we keep records on all owners. So, we have been assisting in the locating and placing of used aircraft with other carriers rather than seeking to take them as trade-ins.'

McDonnell Douglas's most notable used-plane deal involved Ali-talia. While dickering with the manufacturer in late 1982 over an order for 30 new MD-80 twinjets, Donnell Douglas take nearly 20 of its aging Boeing 727 trijets as a trade-in. McDonnell Douglas since has placed all of the 727s with Peoples Express, the Newark-based low-fare airline that now is causing fits among some major carriers with its expanding service.

By most accounts. Airbus, the youngest of the major builders, has been the least active in the used etliner market. Its most notable come in this arena was the placement of two used A300s it obtained from West Germany's Lufthansa with relatively new Northeastern International, the Fort Landerdale, Florida-based low-fare airline. It was the first expansion of Airbus' penetration into U.S. domestic service since Eastern Airlines began flying some of its models a few

Airbus indicate no plans to significantly increase their activities in its new models.

turn on sales of new models, have the used jetliners, Boeing is pro-not entered the used market with ceeding at full-throttle in this mar-

war liff

Boeing's creation of a special used-plane branch and the naming of a vice president to run the operathe company was forced to take an increasing number of trade ins in order to close any sales of its new

Conducting a special study, the company found that out of nearly 400 airlines in the world using Boeing jetliners, only 71 carriers less than 20 percent — were flying aircraft that they bought brand new from the factory.

The study showed that the fleets of the rest were either entirely used jetliners -217 airlines -that were bought on the used-plane market or a mixture of new and used models - 105 airlines.

"Five years ago, 65 percent of all Boeing operators were flying all-new fleets; they wouldn't fly any-thing they didn't buy brand new Boeings," Mr. Blue said. He said the company study also showed that about 250 jetliners were sold in the used-plane market in 1983, 46 more than all the new Boeing models delivered that year.

The study prompted a reversal in Boeing's previous policy of shun-ming trade-ins whenever it could. Now it actively encourages them. During preparations for the cials disclosed that in addition to the approximately 70 used jetliners that the company has acquired since early 1983, agreements also have been made to accept an undisclosed number of additional L1011s from Japan's All-Nippon Airways and Delta Air Lines (Boeing acquired 11 used L1011s from Delta last year, six of which still are unsold), and five Airbus

A300s from Singapore Airlines. Boeing used-plane activities are coupled with a separate program at Wichita's Boeing Military Airplane Co., which is attempting to convert used jetliners to military use. Among other things, BMAC is marketing — but has yet to announce its first sale - of what is called the "707 Tanker." It essentially is a used Boeing 707 jetliner that has been overhauled, updated and converted into an aerial refuel-

e. . .

Jurrency Har

Interest Rate

In a separate program, BMAC also is buying used airline 707s, cannibalizing their engines and re-installing them on KC-135 refueling tankers flown by the U.S. Air Force Reserve and Air National Guard units.

From Boeing's viewpoint, converting used airline jetliners into military aircraft is the best of all worlds. Not only does it offer a potential new source of revenue, it e market of excess used liners that can compete for sales of

CONTRIBUTORS

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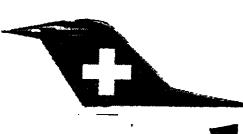
LEW TOWNSEND is the aviation writer for the Wichita Eagle-Beacon. RICHARD TUTTLE is managing editor of the Wash

ington-based Aerospace Daily.
STEPHAN WILKINSON is a U.S. based freelance magazine and film writer, with a particular interest in

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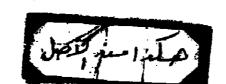
The Fokker 100 is designed to provide outstanding operational economy by incorporating advanced

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In a market environment where the only constant is change, the Fokker 100 is Swissair's choice to meet the challenges it faces.



VISIT FOKKER AT FARNBOROUGH-CHALE



Page 17

ECONOMIC SCENE

Strategies of the 2 Parties In U.S. Carry Different Risks

By LEONARD SILK

EW YORK — The right economic strategy for the next four years, according to Walter F. Mondale, is to shrink the budget deficits by raising taxes and cutting the growth of both military and civilian spending.

while easing monetary policy to bring down interest rates.

But, according to President Ronald Reagan, the correct stratesy is to maintain strong economic growth by not raising taxes (indeed by lowering them further), continuing the rapid military buildup and cutting civilian spending, while counting on monetary policy to keep inflation down.

Neither strategy is riskless. The Mondale approach faces the major risk that, in curbing the fiscal thrust resulting from big

The Reagan approach

looks riskier than the

Mondale approach for

the longer run.

deficits, the economy will be pushed into recession. The economic slowdown registered by the latest Index of Leading Economic Indicators, with a decline of 0.8 percent in July following a 1.3-percent decline in June, raises worries about a recession in 1985 that tax increases and budget cuts

would exacerbate. Democratic economists, steeped in the tradition of John Maynard Keynes, need no instruction in the dangers to stability of swinging from a highly stimulative budget policy to a restrictive one. In normal times, it would be hard to avoid a recession resulting from a swing from fiscal stimulus to fiscal restraint. Usually, the effect of a change in fiscal policy is quick, and that of monetary policy more drawn out.

monetary policy more drawn out.

"But these," says Barry Bosworth of the Brookings Institution, are not normal times." Mr. Bosworth, George R. Perry and other Mondale advisers contend that, because of exceptionally high and interest water there is a high backlop of demand. high real interest rates, there is a big backlog of demand especially for housing, that would be immediately unleashed by falling interest rates. Conversely, as mortgage rates have risen, single-family home building fell last month to an annual rate of 630,000 units, 11.5 percent below the February peak.

decline in interest rates, sparked by cuts in the budget deficit, would also reduce the dollar's foreign-exchange rate, increasing foreign demand for U.S. exports and checking U.S. demand for foreign goods. Just as the overvalued dollar wiped out hundreds of thousands of jobs here, a cheaper dollar resulting from a change in U.S. economic policy could restore jobs in many industries here.

Mr. Mondale, meeting with black leaders this week, used this logic to persuade them that his economic strategy would create more jobs for blacks and other blue-collar workers, especially in the older "smokestack" industries, by attacking the trade deficit. Last month that deficit ran at its highest rate in history —\$14.1 billion in a single month for an arrange arts of econy \$120. Billion billion in a single month, for an annual rate of nearly \$170 billion.

But there are risks that, without the cooperation of the Federal Reserve following moves to shrink the deficit, interest rates might not fall soon enough and sharply enough to prevent a recession or cut the dollar's exchange rate and bring down the trade deficit. The Fed, fearing a resurgence of inflation, might hold to its monetary targets, already set to be lowered a notch in 1985.

Concern about the price effects of the Mondale strategy is not misplaced. Mr. Bosworth cautions that the shrinking of the trade deficit could result in at least a one-shot jump in the rate of inflation; the big trade deficit has helped check inflation by feeding more goods into the United States and cutting U.S. exports. And a fall in the price of the dollar could increase energy and food prices, and these could feed into higher wage demands.

The Mondale economists would try to persuade the Fed to let

the "one-shot" jump in the inflation rate take place, as part of the

Bank Set To Buy Capel

Hongkong Joins Brokerage Trend

By Bob Hagerty uemational Revold Tribu

LONDON — Hongkong & Shanghai Banking Corp. announced Friday an agreement to acquire James Capel & Co., one of London's biggest stockbrokerages.

Hongkong Bank said it had agreed to buy 29.9 percent of Capel mediately and raise the stake to 100 percent as soon as the London Stock Exchange relaxes its limits on outside ownership of exchange

The Hong Kong-based bank did not disclose the price but said that it was roughly in line with other recent sales of London brokerages. When Security Pacific Corp., the Los Angeles-based bank holding company, agreed in July to acquire full control of Houre Govett Ltd., it valued that brokerage at £78 million (\$102 million). hon (\$102 million).

Capel is the third-largest British stockbrokerage in terms of com-mission income from institutional chents, trailing only Hoare Govett and Grieveson, Grant & Co., ac-cording to a recent study by the City Research Association.

Of the top 10 brokerages in that survey, all but three, Phillips & Drew, Scrimgeour, Kemp-Gee & Co. and Cazenove & Co., have agreed to sell stakes to outsiders,

The scramble to bring in outside capital began in mid-1983 when the stock exchange bowed to government pressure to open up the Brit-ish stock market to freer competi-tion. As part of the planned changes, the exchange plans to end the practice of setting fixed minimum commissions on dealing in shares and bonds before the end of 1986. That move is expected to squeeze brokers' profits.

Capel is known for its investment research, particularly in such areas as leisure and industrial--holding companies, gold, Austra-lian shares and continental Euro-

Under the agreement with Hongkong Bank, Capel said it would continue to operate independently, though it would cooperate with some of the bank's units.

Wholesalers in U.S. Are Changing

New Middlemen Now Also Offer Marketing Help

By N.R. Kleinfield New York Times Service NEW YORK — At the busy Embarcadero Center Pharmacy in downtown San Francisco, subtle signs of McKesson Corp. are just about everywhere. McKesson does not make any of the shampoos or acne treatments or toothpastes that Bing Mah, the pharmacy's owner sells. But the bulk of the producis, even some of the stuffed animals, found their way onto the shelves because of McKes-

His life, Mr. Mah readily admits, would be noticeably more harried without a distributor to keep his store stocked, and that is the sort of refrain heard frequently these days from America's retailers, who are coming to depend on a new type of high-

Taking a break from filling prescriptions, Mr. Mah demon-strated bow he keeps his shelves packed. He held a small device provided by McKesson that looks like a television remotecontrol gadget. Attached to it was a scanning eye that, in effect, is his notebook. When Mr. Mah strolls along the aisles and spies shortages in any of the lathers or hair rinses, he runs the scanner over the cryptic la-bels that McKesson has affixed to his shelves. An order auto-matically registers. When he is ready to place the

order, the druggist attaches the terminal to a phone, pushes a button and the order goes either to Kalamazco, Michigan, or Oakland, California, where a McKesson computer takes it. That computer then relays it to another computer at McKes-son's distribution center in Sacramento. The next day, the goods are piled on McKesson trucks bound for Bing Mah's

pharmacy.
"Years ago, we used to have to walk around the store and count what we had," Mr. Mah said. "Ordering would take two or three days. Now it takes a

few hours."
At retail stores and businesses throughout the United States, there are unmistakable signs that the wholesale distribution industry, has radically transformed itself. Distributors are no longer mere order-takers



pressures and computers have molded them into marketing specialists who help their customers do everything from calculate profit margins to lay out

"The industry is coming out of the Dark Ages," Denis Hea-ly, a consultant who specializes in distribution, said. "Distributors are still going to move goods around. But the really good ones are becoming information specialists."

Their new degree of profes-sionalism has made distributors more important in the U.S. economy. The industry is huge. It employs about five million people and consists of more than 300,000 companies, with sales estimated at \$1.2 trillion this year, up from \$676 billion in 1977.

Most of these wholesalers are small, family-owned businesses that service similar, small retailers by maintaining warehouses and truck fleets to fill the retailers' orders.

But a recent report, "Future Trends in Wholesale Distribu-tion," predicts that more giants like McKesson, with its sophisticated marketing techniques and computerized inventory controls, will emerge. Indeed, hundreds of companies as sophisticated as McKesson, if not

distribution center in Sacramento, Califorizing the ways of the indepen-dent wholesaler. "Over all, the distribution in-

dustry is going to grow faster than the economy as a whole," noted James Norris, director of programs for the wholesale distribution industry at Arthur Anderson & Co. Both U.S. and foreign manufacturers who distribute goods in this country

are increasingly dependent on the independent distributor."

These middlemen have been called the economy's shock ab-sorber, in good times and bad, because of their ability to react nimbly to change. But it is a low-margin business, and the squeeze gets tighter when inter-est rates rise. Even as the industry grows, distributors are find-ing that if they do not do more for their twin bosses, the customers and manufacturers, they face extinction. In fact, the ranks of the small distributors are likely to tumble by 25 percent before the decade is out, said the Future Trends report, which was prepared by Arthur Anderson & Co. for the National Association of Wholesaler-

Distributors. The report also forecasts the introduction of still more socalled value-added services, of-. ferings such as store design and market research that go beyond verymen; competitive as large, are already revolution- (Continued on Page 19, Col. 6)

GM to Build U.S. Truck Plant For \$500 Million

FORT WAYNE, Indiana General Motors Corp. announced Friday that it plans to build a \$500-million plant to assemble full-size pickup trucks outside Fort Wayne. With two shifts working, the plant will produce 230,000 trucks a year and employ about 3,000 workers, Patrick J. Coletta, vice president of the Truck and Bus Group,

He said the plant would be com-The Fort Wayne plant is an integral part of comprehensive product and facility programs that are under development to strengthen GM performance in the intensely competitive North American and world truck markets," he said. Construction depends on receiv-

ing federal environmental permits and funds from the Indiana General Assembly for utilities and other requirements, he said. Mayor Winfield Moses Jr.,

whose city endured devastating floods in 1982 and later the closing of an International Harvester Co. plant, said the announcement catapults Fort Wayne "from a city that was bouncing on the bottom of difficult days to a boom town in one hour." Governor Robert D. Orr said of-

ficials from seven state agencies spent seven months negotiating a state aid package to lure the GM plant to Allen County. "It is without question the larg-

est and most complex economic development package ever put to-gether," Mr. Orr said.

Lieutenant Governor John M. Mutz said the economic development package is worth \$26.4 million for such items as building two interchanges off Interstate Highway 69, improvement of other roads near the site and extension of water and sewer lines to the site.

[Reuters reported that a GM pokesman declined to say whether the plant would replace any of the company's pickup-truck assembly operations at existing plants in Flint and Pontiac, Michigan, St. Louis, Janesville, Wisconsin, and Oshawa, Canada. He said the 65year-old St. Louis plant was the oldest in the group.

■ '85-Model Cars to Rise 2.3% General Motors Corp. anintroductory prices of its 1985model cars an average of 2.3 pc. cent over comparably equipped 1984 models. United Press Intern. tional reported from Detroit,

GM said higher material, lalast and service costs accounted for a 2percent increase, and improvements in fuel economy and exhaust emissions on many models re-

quired an increase of 0.3 percent.

The 2.3-percent increase includes all 1985 GM models, even though introductions will be on a staggered schedule from early C. tober until early January. Specific model prices will be announced as the models involved go on sale. GM said

GM noted that this marks the third consecutive year in which it. troductory price increases have been in the 2-percent range.

Two weeks ago. Chrysler Corp. announced price increases averaging 1.8 percent on its 1985 model. So far, Ford Motor Co. has no: announced its pricing plans for

Ford has sent letters to dealers. saying that prices of 1985 light-duty trucks will increase by 1 pccent to 4 percent.

U.K. Joblessness Rises to Record Of 3.07 Million

LONDON - British adult memployment rose a seasonally adjusted, provisional 16,200 to 3.07 million in August — a record — or 12.8 percent of the work force, the Employment

Department said Friday. In July, adjusted unemploy-ment, which does not include young people leaving school rose 16,600 to 3.054 million. amounting to 12.7 percent of the work force.

The unadjusted jobless total, which includes students leaving school, rose 15,359 in August to 3.12 million, or 12.9 percent of the work force. In July it was

12.9 percent.

Friday's "figures show yet again the size of the task we all face in improving job opportunities and getting unemploy-

Currency Rates

Late interbank rates on Aug. 31, excluding fees.

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All prices in U.S.S per ounce.

Market Closings

Financial markets were closed Friday in Malaysia because of a poliday. Financial markets will be closed Monday in the United States and Canada because of a holiday.

With Critical Feldstein Gone, White House Decides Post Is Best Left Vacant was attacked by Larry Speakes, the point a new chairman, a decision to be named acting chairman, Mr. White House spokesman, and by Treasury Secretary Donald T. Re Treasury Se By Jonathan Fuerbringer

New York Times Service
WASHINGTON — When Martin S. Feldstein, chairman of Presi-

dent Ronald Reagan's Council of council's annual economic report Economic Advisers, left the gov-ernment to return to Harvard in July, the wind went out of the council's sails. And the Reagan administration is seeing to it that it remains becalmed. The bespectacled Feldstein was

the economist who regularly irritated the administration by using the platform of the council chairmanship to broadcast the threat of huge federal budget deficits and the ne-

Now there is nary a discouraging word from the two remaining mem-bers of the three-member council, which as originally designed in 1946 was to be the main source of economic advice for presidents.

The administration has made sure, so far, that the council will not be used as the platform for anything, at least before the November election. President Reagan has not cessity of spending cuts and tax moved to fill the vacancy created

and William Poole, as acting chair-

A chairmanless Council of Economic Advisers is probably the best symbol of Mr. Reagan's wellknown disdain for economists and Treasury Secretary Regan's distaste for Mr. Feldstein's advice and the challenge to the Treasury secre-tary's role as chief economic adviser to the president.

What makes this treatment of as others about why there is no the council even more pointed is acting chairman. "I wish I knew." increases to reduce the deficits. He by Feldstein's departure or to ap-

gan, who suggested tearing up the council's annual economic report members. William A. Niskanen Jr. council out of the news and the head," he said with more than a something to consider in a Septem-White House's hair.

> cil since Mr. Feldstein left, Mr. Niskanen said of him and Mr. Poole: "We are staying out of the papers. That reflects my personal choice and Bill's and the limited guidance we have from the White But Mr. Niskanen is as mystified

touch of understatement. "So I

have looked for signals. They have

Speaking of the role of the counnot made a positive signal, but there have not been negative sig-Officially, the White House,

new chairman or appointing an acting one. Officials said that finding a permanent chairman might be diffiber before an election.

"I think it's unfortunate that the president doesn't have enough confidence in the CEA to designate an acting chairman," said Murray L. Officially, the White House, Weidenbaum, Mr. Reagan's first through a deputy spokesman, Marcouncil chairman. "The very critical role of the CEA is the chairman focused on it and we haven't made dealing with the president and the any decision" on either finding a very senior members of the White new chamman or appointing an House staff" and the top economic officials and Paul A. Volcker, the chairman of the Federal Reserve.

UTC Issues Eurobond, First Under New Rules

By Marguerite Nugent

LONDON - United Technologies Corp.'s £30 million (\$39.3 million) of five-year Eurobonds, put on the market Thursday, will be viewed as something of a mile-stone in the Eurobond market because it is the first issue to be offered following a clarification of U.S. tax laws covering such debt. Eurobond managers say.

The withholding tax on interest paid to foreign holders of U.S. bonds was repealed in July and U.S. corporations later were allowed to issue bonds in bearer, rather than registered, form. But underwriters and issuers waited until the Internal Revenue Service ruled on the bonds' tax status. In allowing U.S. corporations to issue debt in bearer form, the Treasury also said they could do so

directly. However, it remained unclear if underwriting firms would have to adhere to the rules covering withholding tax and provide documentation certifying that the purchaser of a U.S. corporate bond was not a U.S. citizen or resident.

347.95 348.05 - 0.50 On Monday, the IRS ruled that 348.06 348.06 - 0.47 foreign firms will not have to com-34.35 + 0.70 ply with these regulations, although
4.00 they will still apply to overseas ofthey will still apply to overseas of-fices of U.S. firms and to foreign banks that participate in special offerings of U.S. Treasury debt. "The ruling means we can get down to business now," said one

Several firms are completing documentation for Eurobonds that

were issued for U.S. companies pri-

Eurobond manager.

be issued in the parent company's name and exempt purchasers from any withholding tax.

Several of these issues, such as those of Beatrice Foods Co., Bear, Stearns & Co. and Wells Fargo & Co., were offered initially in the name of a Netherlands Antilles subsidiary, with a provision that the debt could be sold in the name of the parent, if the IRS so ruled prior to the sale's closing date. However, the absence of a ruling forced underwriters for several is-

participating groups.

Bond-market sources noted that the United Technologies offering, while small, was just what the market was looking for both in maturi-ty and name. "The company is simply taking advantage of the new regulations," said Peter Tansig, ex-ecutive director of S.G. Warburg & Co., which was lead manager of the

sues to delay allotting bonds to

offering.

After being issued at par with an 114-percent coupon, the bonds were trading at around 99.75 Fri-

Separately, it was announced in Washington Friday that Treasury officials will travel to Japan and European financial centers early this mouth to explain the planned sales of Treasury securities aimed at foreign investors.

Under Secretary Beryl Sprinkel will head the group that will meet in Tokyo Sept. 10-12. Assistant Secretary David Mulford will lead the European group. Meetings are scheduled in London on Sept. 10-11, Zurich on Sept. 12, were issued for U.S. companies pri-or to the ruling to allow the debt to dam on Sept. 13 and Amster-dam on Sept. 14.

2,800 Layoffs Seen in Plan for Creusot-Loire

The Associated Press PARIS - Creusot-Loire, the French engineering company, would lay off 2,800 of its 8,000

workers under a financial rescue plan outlined Friday by a consortium of industrial and banking interests. The government said the consortium will be led by Fives-

Lille, a holding company with engineering interests, and Framatome, the nuclear-plant construction company jointly owned by Creusot-Loire and the French atomic energy agen-cy. Each will have a 25.5-percent stake in the new company that will be formed to take over certain Creusot-Loire assets. The company will be capital-ized with 250 million francs (\$28.2 million), the government

Other investors include the nationalized steel company Usinor with a 15-percent interest and a pool of four banks led by Credit Lyonnais with the remaining 34-percent interest. The broad lines of the rescue

plan had been known in advance. The new company would take over Creusot-Loire's energy, armored vehicle and rail di-

The consortium said a further 900 layoffs would be necessary within two years if international markets did not improve and orders did not pick up. Creusot-Loire went into receivership at the end of June and since has been run by a courtappointed administrator.

FCA Raises \$1 Billion **In Agency Transaction**

WASHINGTON — Financial Corp. of America raised a quick \$1 billion in cash and received a commitment for \$1 billion more Friday by selling some of its home loan holdings to the Federal Home Loan Mortgage Corp., officials

In addition, officials of the sepa-rate Federal National Mortgage Association said FCA was completing a swap of \$1 billion in home loans for a like amount of mortgage-backed securities from that

agency.

California's FCA is the holding company for American Savings & Loan Association, the largest U.S. S&L and the center of recent concern by federal regulators.

An accounting change asked by the Securities and Exchange Commission early in August turned a second-quarter FCA profit of \$31.1 million into a \$107.5-million loss. Since then, there has been wide speculation in the financial press as resultant effect on FCA's health.

in the meantime, the company has taken several steps in efforts to raise cash, including the sale of

House of Beef

\$222 million of American Express

Friday's transaction involved a swap of \$2 billion in mortgages to the Federal Home Loan Mortgage Corp., usually referred to as Freddie Mac, in exchange for the eventual possession of a like amount of "participation certificates," which

are interests in the same mortgages. For now, however, a Freddie Mac spokesman said, FCA will get \$1 billion in cash and another \$1 billion "over time." The cash involves a repurchase agreement through which FCA takes the money and agrees to use it to buy the participation certificates, or PCs, at a later time.

At that later time, FCA could resell the PCs for cash from another source or use them as collateral to borrow money, according to a Freddie Mac news release.

The agreement with the Federal National Mortgage Association, known as Fannie Mae, involves a to a possible outflow of deposits by swap of home loans for securities worried account-holders and the that also would be more flexible than mortgages.

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The Looming **Gold Revival**

and why So Many Will Miss the Play that gold has gone dead as a specula tive medium, consider the coliber of recently-induced liquidation. The metof was driven down to \$332 by July credit and currency punics that late

proved unwarranted. An equally-mis-leading oil-price panic could only push it to \$333; and after a rally to \$358 there was a terrainal grain-price scare that could only depress it to \$341. A major financial publication then ran the headline: "Slower Inflation is Depressing News For Gold Prices"; and there weren't enough emotional sell-ers left to hold it below \$348. Meanly IOG Equity Growth report, there are high-technology companies gr ing at 50 percent annually consumit gold at a rate which has pushed co mercial demand above global produc-tion—with the trend still gathering momentum, Recent 10G reco tions ranging from Advanced Micro percent leaps since midsummer; and we'll be pleased to send you materia showing how gold will follow suit it you'll take time to telephone, telex of

INTERNATIONAL Offshore Growth, P.O. Bax 159 Grand Turk, Turks & Calcos Islands, B.W.L

Turas a Calos storics, J. V. L. European representative office: 10G, Inc., 4 Rue de la Presse, 1000 Brussels, Tel.; (02) 217-8360. Telex: Brussels 25327. emen. Please began sending or plimentary copies of "Equity Growth and your new Gold Futures Fund in

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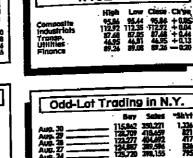
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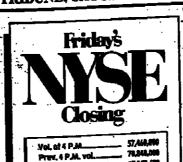
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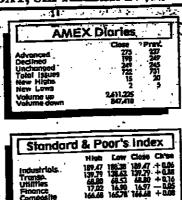
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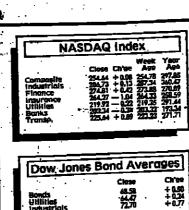
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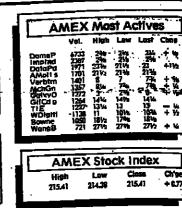


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NYSE Trading Slowest in Year

NEW YORK — Prices on the New York
Stock Exchange were lifted Friday by some lastminute buying, but the volume of 57.46 million
shares was the slowest in more than a year as
Wall Street's big players left early for the Labor

Analysts said averages rebounded when some traders replaced borrowed shares sold earlier prior to the three-day weekend. The market will

prior to the three-day weekend. The market will be closed Monday.

A few oil stocks ran into trouble on reports from London that Libya effectively has dis-counted the price of its crude oil \$2.80 a barrel by reducing taxes on oil companies producing

its crude.

The Dow Jones industrial average, down about three points most of the day after losing 3.64 Thursday, gained 1.10 to 1.224.38. The Dow lost 12.15 for the week overall but climbed 109.10 points for the month of August.

Advancing stocks led declining ones by a ratio of about 8 to 6. Volume totaled 57.5 million, down from the 70.8 million traded Thursday. It was the slowest since 53 million changed hands Aug. 29, 1983.

"It would be silly to draw any conclusions from today's session since 90 percent of the institutional community is gone for the Labor Day weekend," said Robert Kahan of Montgomery Securities, San Francisco.

"But I think there is going to be a rally after Labor Day. I think the market is going to work its way higher before the elections and if interest rates break, look out."

Some initial selling was triggered by the Federal Reserve's report late Thursday that U.S.

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money supply rose \$1.7 billion in the latest statistical week.

The increase was larger than experts had expected and made aheady concerned investors more nervous about the course of Fed inten-tions on the interest rate front. Bonds were firm, although federal funds rates traded at 11% per-

Late Friday, the government reported that farm prices were unchanged in Angust from July. That was good news for inflation and the consumer, but bad news for the farmer.

Ralston-Purina was the most active NYSE-listed issue, up ½ to 29½ following a block of 1.55 million shares at 28½. Ralston has agreed to buy ITT's Continental Baking unit for \$475 million cash. ITT was unchanged at 27.

Ohio Edison was the second most active issue, up ½ to 12 after blocks of 800,000 shares crossed at 11½ and 900,000 shares at 11½.

Financial Corp. of America, owner of troubled American Savings & Loan, was third on the list, off 1/2 to 51/4. FCA, which declared a regular quarterly dividend of 17 cents, is expected to abandon its strategy of fixed-rate loans under its new chairman, William Popejoy.

Among the oils, Exxon lost 1/2 to 42/4, Mobil 1/2 to 29/4, Chevron 1/2 to 36/4, Amerada-Hess 1 to 28/4, Phillips 1/2 to 39/4. Atlantic Richfield 1/2 to 49/4, Ohio Standard 1 to 47/4 and Indiana 1/2 Standard 1/2 to 57.

Hewlett-Packard rose 2/4 to 39/4. The stock fell 2/4 late Thursday on a large block trade. Hewlett-Packard said rumors about the production schedule of its new Spectrum computer were pure speculation.

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Wholesalers in U.S. Offer Marketing Help

to me tomorrow and say, 'Joe, I want to open a drugstore, I don't know a blasted thing about it,' and I can put you in business."

In fact, he added, "We tell a hone of the can be supported by the c

pharmacist, You give us your business, or a good majority of it, and we'll do everything but wait on cus-omers."

on how big a profit margin he percent.

back there and nobody knows million (\$419.2 million).

the supply of products. By 1990, the study suggests, three-fourths of wholesale distributors will use onwholesale distributors will use onthe reck groups and high inter-

line computerized order entry sys-tems.

The weak economy and high inter-est rates in 1982, for example, McKesson has been doing this caused bankruptcies to run at a rate for a decade. It is the biggest U.S. more than two-thirds greater than

registered sales last year of more chain stores and group buying pro-than \$4 billion. chain stores and group buying pro-liferated, retailers began circumhan \$4 billion.

"The days of calling your merchandiser and saying, 'I want three straight from the manufacturers to eliminate the middleman's marsales manager for McKesson's drug covered that wholesaling was a difgroup in the area, who was visiting ferent game — and a tough one.

Mr. Mah recently. "You can come And starting in the middle 1960s,

Bid for Brooke Bond

LONDON - Tate & Lyle PLC, In addition to providing Mr.
Mah with store labels and ordering machines, every month McKesson gives him a detailed record of how and timber company, until Sept. 20 every product is doing, McKesson after initial acceptances totaled figures out what to charge, based 0.57 percent, giving it a total of 1.21

Jarres Robeson, a professor of marketing at Ohio University, who has a special interest in wholesale said, "It's sort of the Brooke Bond ordinary share with a sorte alternative. The bid valuiet or unknown part of business. loan note alternative. The bid val-"It's looked on as something that use Brooke Bond at about £320

Strategies Of 2 Parties

needed adjustment to lower deficits, lower interest rates and a cheaper dollar, rather than fight it

by tightening money and dumping the economy into recession. The case for taking the risks of transitional inflation or recession is that it has become crucial to shrink wholesale distributor of drugs and the prior year's level.

It would not be the industry's of fiscal and monetary policy. Unness and divisions that distribute first such experience. From the chemicals and wine and spirits, it 1940s through the early 1960s, as time, drive real interest rates still higher, dragging national economic growth and aggravating the world debt crisis and the danger to the national and international banking

If big deficits, which reduce national savings, continue, they threaten to sap capital formation in the United States and curb its productivity growth. This is the central argument against the line taken by some Reaganauts that deficits

don't matter. The big Reagan deficits, com-bined with an accommodative monetary policy, mattered, in a positive way, in spurring the econo-my and bringing down the unem-ployment rate from its postwar peak after the severe 1981-82 reces-sion, chiefly caused by overly tight money.

The Reagan approach, promis-ing strong short-run fiscal stimulus, looks riskier than the Mondale ap-proach for the longer run. The irony of the economic policy contest is that the "conservatives" are prepared to live with huge budget defi-cits while the "liberals" are setting out to bring them down. Each party has stolen the other's clothes.

INTERNATIONAL POSITION

The Lasmo Group

Senior Oil Executives-Australia

LASMO is one of Britain's leading independent oil companies. Hudbay Oil (Australia) Ltd, the Australian subsidiary, is actively exploring nine major concessions in Australia. Todate a very promising discovery has been made which has significance for a large exploration area. As a result the company is preparing to move into the production

The company seeks initially two top oil men to begin formation of the production team. Australian citizenship or permanent residence status is preferred.

Vice-President Production

(Ref. 671051/A)

The appointee will assume full responsibility for all aspects of the develop-ment and operation of the field. This will encompass all drilling operations and petroleum engineering functions. The successful candidate will be a

qualified Petroleum Engineer with at least 10 years' experience in production opera-tions. This will include a track record in start-up situations, and proven

Senior Reservoir Engineer

(Ref. 671052/A) The appointee will be responsible

for determining the optimum develop-ment system and production rates for recovery of the reservoir. Essential qualifications include a degree in petroleum engineering, and at least 8 years' experience in reservoir engineering, including significant experience as a senior.

The company offers a challenging and stimulating professional working environment. The appointee will be compensated with tax-effective packages which include appropriate executive benefits. These appointments offer openended opportunities for personal growth both in Australia and in overseas

SECURITY: No information will be given to our client unless authorised by you

reference number, state age, qualifications, experience, currer earnings, contact phone number

PA Personnel Services

PA Consulting Services Pte Ltd
11 Dhoby Ghaut #10-10, Cathay Building, Singapore 0922.
Teles: RS 23193 PERSAD.



TASK FORCE FOR INFORMATION TECHNOLOGY AND TELECOMMUNICATIONS

as part of the ESPRIT programme a number of

(on temporary 3 to 5-year-contracts) for the scientific and technical management of R & D projects principally in the following fields:

☐ Advanced Microelectronics (CAD for VLSI, Semiconductor Technology

Manufacturing). □ Software Technology.

Office Automation and Telecommunications.

□ Computer Integrated Manufacturing.

Details of the duties involved and qualifications required, together with the necessary application form, can be obtained from the following address (please quote Ref. 9PT/83):

COMMISSION OF THE EUROPEAN COMMUNITIES

Recruitment Division, 200 rue de la Loi, B-1049 BRUSSELS. Tel.: 02/235.97.18

Posts are in Brussels. ☐ Date limit for receipt of applications: 1 October 1984, (postmark). ☐ Age: Ideally under 50. ☐ Science degree. ☐ Two years practical experience in a position similar to that applied for.

Knowledge of at teast two Community languages, including English if possible.

Applicants must be nationals of one of the ten Member States.

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Company Earnings Canada Japan

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Of Seabrook Plant

New York Timer Service

NEW YORK — The new management in charge of the Seabrook nuclear project has estimated that it would cost \$4.5 billion and would not be finished until Aug. 31, 1986.

The previous projection was \$4.2 billion to \$4.4 billion, with the plant to start commercial operation between May 1 and Aug. 1, 1986.

Construction at the site in Seabrook, New Hampshire, is proceeding at a reduced rate while Public Service Co. of New Hampshire, which owns 35 percent of the project, seeks additional financing.

Thursday's announcement was made by the New Hampshire Yankee division of Public Service. The division was created at the insistence of the project, and is to become an independent company as soon as regulatory approval is obtained.

■ Court Bars Borrowing Plan The New Hampshire Supreme Court Thursday suspended approval for Public Service to borrow \$425 million the company says it needs to avoid bankruptcy. The Associated Press reported from Concord, New Hampshire.

The ruling came two days after the Public Utilities Commission approved the latest financing request by Public Service Co. of New Hampshire.

WHEAT (CBT)

J000 bu minimum-dollars

432 135 Sep 1

418 127h Dec 3

419 127h Dec 3

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CORN (CBT)

5.000 bu minimum-dollars

1,54% 2,25% Sep 2

1,25% Dec 2

2,25% Dec 2

2,5% D rs per bushel 1.43 1.44% 2.57%; 1.58%; 1.60 1.60% 1.58%; 1.58%; 1.45%; 1.45%; 2.61%; 1.45%; 60 off 1.059 2.95% 2.82% 2.89% 2.95 2.98 2.90% 2.82% 3.00% 2.84% 2.96% 2.98% 2.91% 2.91% 2.84 Sales 3 457% 456 457% 457% 451% 491 490 490% 490% 6.57 6.57 6.57 6.57 6.57 6.57 6.59 6.69 6.64 62016 62016 644 65717 64612 674 672 648 648 152.86 152.80 154.50 155.50 161.50 161.50 164.50 165.00 169.00 169.50 173.40 173.40 176.70 176.70 175.00 175.00 176.00 170.00 50les 22.784 150.00 152.50 158.50 161.50 164.00 170.50 174.00 175.00 27.30 27.75 27.49 27.45 27.40 27.20 27.20 27.20 34.25 13.688 376 27,83 26,85 26,45 26,45 26,50 rs per boshel 1.78 1.80% 1.79% 1.81% 1.76 1.77 1.72% 1.72% 1.71 1.71 Sales 1.832 1.77 1.78 1.75 1.77 1.70% Sep Dec Mar May Jul CATTLE (CME)
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Prev. Day Open int. 1 2517 2250 2255 2265 2305 2310 2549 2355 2396 2307 2310 2500 2720 2722 2725 2716 London Commodities Aug. 31 Figures in sterling per metric ton. Gasolt in U.S. dollars per metric ton Gold in U.S. dollars per ounce. 2,085 2,088 2,053 1,874 1,875 1,898 1,810 1,812 1,894 1,812 1,814 1,865 1,814 1,811 1,814 1,813 1,815 1,821 1,822 1,815 1,825 1,830 1,815 2/15 2/18 2/18 2/17 2/17 2/15 2/15 2.45 2.64 2.65 2.46 2.42 2.65 2.66 2.36 2.36 2.22 2.55 2.16 2.16 2.17 2.17 2.14 2.13 2.13 2.16 2.15 2.13 2,422 2,449 2,376 2,218 2,100 2,147 2,100

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DM Futures Options

Aug. 31

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ESI. Soles Prev. Sc Prev. Dov Open Int. COTTON 2 (NYCE) 50,000 Ibs. cent's per ib. 82,04 d.44 Dec 78,35 d.45 Mary 79,35 d.45 Mary 79,36 per int. 21,34 HEATING OIL (NYME) 42,000 gal-cents per gol 84,85 72,40 Oct 84,30 74,00 Nov 67,44 75,30 Dec 87,46 75,55 Feb 84,30 74,00 Nov 67,44 75,35 Dec 87,46 75,55 Feb 84,30 74,00 Nov 67,47 75,55 Feb 84,30 74,10 Aer 74,17 75,55 Feb 74,17 75,50 Prev. Dov Open Int. 20,47 CRUDE OIL (NYME) 64.80 65.85 67.85 69.11 70.00 69.50 70.25 348.46 351.26 354.60 388.00 372.00 377.50 387.50 401.00 412.07 420.70 +++++++ 78.25 79.10 80.40 81.45 82.40 81.90 79.00 74.50 78.40 79.30 80.45 81.75 82.55 82.00 79.00 78.00 RUDE ,000 bol 31.40 31.40 31.55 31.55 31.55 31.25 31.25 27.35 Est. Soil er bbl.
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VALUE LINE (KCBT)
points and cents
211.50 161.60 Sep 184.90 185.
211.50 164.61 Dec 188.70 189.
175.25 186.10 Mar
175.25 172.00 June
251. Soles Prev. Sales 1.579
Prev. Day Open Int. 5.278 off 82

RYSSE COMP. INDEX (NY FE)
points and cents Sep 96.75 96.
Dec 92.30 98.
Mar 99.25 99.
Jun 101.40 101.
Sep
Prev. Sales 4,797
nl. 10.897 aH 309 65-27 65-27 64-39 64-4 63-16 62-31 62-18 62-7 Commodity indexes Previous 1,003.00 f 1,867.80 129.26 258.10 Moody's: base 100: Dec. 31, 1931. p-preliminary; f-final Reuters: base 100: Sep. 18, 1931. Dow Janes: base 100: Dec. 31, 1974. **Market Guide** 88,08 87,62 87,27 84,99 84,75 84,53 84,53 Cash Prices Aug. 31. **Asian Commodities** Pri Age 1.45 1.28 0.74 0.65 47.100 451,00 201,00 73.00 20.12 20-111-1 45-67 744 42-417 6473 1.264 1.534 7.45 [2.17 Commodity and Unit
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United O'sees St. 4-19
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Aug. 31

Chicaga Board

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NYSE Highs-Lows

Season Season
High Low Open
BRITISH POUND (IMMA)
Sper pound-1 point equals \$0,00
1,2240 1,296 Sep 1,3115
1,5100 1,2975 Sep 1,3115
1,5100 1,2975 Mear 1,225
EST, Sales 1,569 Prev. Sales 7
Prev. Dav Open Intl. 15,213 up 2
CANADIAN BOLLAR (IMMA)
Sper dir-1 point equals \$0,000
1,8147 7,471 Sep 3,794
8,048 7,445 Dec 3,794
8,050 7,444 Mey 7,795
7,815 7,440 Jun 7,710
EST, Sales 1,045 Prev. Sales 1
Prev. Day Open Intl. 7,905 of 65
Prev. Day Open Intl. 7,905 of 65
PRENCH FRANC (IMMA)
Sper trunc-1 point equals \$0,000

FRENCH FRANC (IMM)
Sper frunc-1 point equals \$0.00001
12300 .11150 Sep
.12165 .11200 Dec
.11905 .11200

LUMBER (CME)
130,000 bd. ft. - 5 per 1,000 bd. ft.
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34 24% 48 38% 27% 34

tons from last year while that of barley should jump 61 percent to 673,000 tons, it said. The Daily Source for International Investors.

94d 191.50 196.25 184.00 187.00 187.00

Record Wheat Crop Predicted for France -

The Associated Press

PARIS — France will have a record wheat crop in 1984 and production of other cereals will be sharply higher than in 1983, producers said Friday.

The cereal growers' federation estimated that this year's soft wheat production at 26.8 million metric tons. un 26.8 percent from

755.50 224.50 244.50 145.50 841.00 245.50 857.50 284.00 1.500.00 2.590.00 1500.00 1.585.00 3.673.00 2.680.00 3.675.00 1.485.00 **Dividends** INCREASED

London Metals Aug. 31
Figures in starting per metric ton.
Silver in pence per troy ounce.

1,002.00 1,002.00 1,044.00 1,065.00 1,007.00 1,009.50 1,044.00 1,065.00

1,859.90 1,859.90 1,861.90 1,862.00 today:
1,851.00 1,852.00 1,852.00 1,862

Aug. 31 Q 43 9-28 9-14 Q 44 9-28 4-18 Q 44 10-11 19-71 Q 10 10-31 1-70 SUSPEXIDED Salant Corp

metric tons, up 26.8 percent from 1983 and well above the previous record of 21.6 million tons set in 1982. Production of hard wheat should rise 24 percent to 474,000 AL 00 11-15 1-13 10-11 1





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Tables include the nationwide prices up to the closing on Well Street \$ 43 z Alcoo of 3.75 11.5 25 4 7 344 13 6 45 1.5 11 10 23 23 12 27 10 3x 25 15 10

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30 12 14 9 814 814 814 AMEX Highs-Lows) Aug. 31 CÁAI COPP ChicAri Co Tajon Ruch NEW LOWS . 1 Classy Core RatiffDrill

Purchasing Agents See Modest Gains

The Associated Press

NEW YORK - The U.S. economy remained healthy in August, but the modest gains indicated that the rate of growth is reaching its peak, the National Association of Purchasing Managers said Friday.

The group's monthly report, based on a survey of 250 purchasing managers at major industrial companies, said new orders grew only slightly in August and production levels were "off a bit after a significant decrease in the rate

of growth reported in July."

Robert J. Bretz, chairman of the association's business-survey committee, said the economy is "very healthy as it enters a 'plateauing' stage."
The latest report "should reassure those who feared the economy was overheating," said Mr. Breiz, who is also director of corporate purchasing for Pitney Bowes Inc.

The association said its survey found that most purchasing managers reported slow growth in Angast for employment production; new orders, inventories, vendor deliveries and prices.

BUSINESS ROUNDUP

Tamco Offers to Buy 2 City Investing Units

NEW YORK — City Investing it to assume about \$450 million in Co.'s largest shareholder, Tameo liabilities related to the two units. Enterprises Inc., has offered to buy
City Investing's insurance and
lodging units for more than \$1 billion in each.

mesuc manufactoring subsidiaries for \$1.251 billion to an investor group that includes Merrill Lynch its international manufacturing & Co., the investment firm.

City Investing made the Tamco short time later Victor Posner, a Miami Beach financier who had eralized corporate strategy that made a rival \$1,255-billion offer for we're selling everything or whatevery the printing and manufacturing er at this stage." But he said the companies, said that he was sweet-ening his bid to \$1.3 billion. In addition, Mr. Posner said he

filed suit in a federal court in Florida seeking to block City Investing's agreement with the Merrill Lynch

held real estate developer that owns 9 percent of City Investing's stock, offered \$1,225 billion in cash for the insurance and lodging units, minus the value of Tamco's 3.31 million City Investing shares.

City Investing's common stock closed Friday at \$41.125 a share, up 37½ cents, on the New York Stock Exchange. That would give Tameo's stake a current market value of about \$136 million.

Group Inc., which is City Investing's largest business, accounting for 39 percent of its 1983 revenue. The lodging subsidiary is Motel 6 Inc., which operates nearly 400 moderately priced motels in the United States.

Flat Year Seen

If all the proposed sales are completed, City Investing - which began the year as a \$5.95-billion diion in cash. So inside than 51 the line with only its General Development agreed to sell its printing and dohousing units, its Servomation Corp. food-services subsidiary and

John Herndon, a City Investing nnouncement Thursday, and a spokesman, said earlier Thursday that "we have not adopted any gencompany "has the responsibility to consider and evaluate" any "genu-

The company's proposed inraveling came after it received two offers to acquire the entire company — one for \$2.3 billion from a group led by Merrill Lynch, and one for \$2.4 billion from Mr.

In conjunction with the Merrill Lynch proposal to buy the whole company, Tamco then had said it would buy the insurance and lodging units for \$1.125 billion in cash, again less the value of its City Inresting stock.

But instead of accepting either of those offers, City Investing agreed to a new \$1.251-billion offer made by the Merrill Lyuch group for just City Investing's domestic manufacturing and printing units.

Mr. Posner then made a counteroffer for City Investing's manufacturing and printing subsidiaries, but City Investing rejected it.

Hutchison Profit Up 40% in Half;

HONG KONG - Hutchison Whampoa Ltd. said Friday that earnings in the first half of 1984 rose 40 percent from a year earlier. Profit for the full year may reach last year's level of 1.12 billion Hong Kong dollars (\$143.6 million) despite difficult trading conditions for its property division, the chair-man, Li Ka-shing, said.

Mr. Li previously had said in the company's annual report for 1983, released in March. that profit in 1984 and 1985 would be reduced by payment of a special cash bonus totaling 4 dollars a share.

Hutchison reported that profit for the first half rose to 606 million dollars from 434 million dollars a year earlier. Mr. Li said profit from the property division will decline until the first stage of the Hunghom development, an 11,000-apartment residential site at the southern tip of Kowloon, starts producing income

Hong Kong's buoyant exter-nal trade and a resulting increase in goods moving through the container port will benefit Hutchison's shipping services division but the ship-chartering business may incur some losses Mr. Li said.

The trading division showed substantial increase in volume in the first half of 1984, but profit remained level with the first half of 1983, he added.

Chief Says German Ford **May Post Loss**

COLOGNE — A net loss by Ford-Werke AG, the 99.8-percentowned West German subsidiary of Ford Motor Co., is possible this year, the chairman, Daniel Gocudevert, said Friday.

Ford-Werke had a 150.6-million Deutsche mark (\$5.22-million) net profit last year.

Mr. Goeudevert said at the annual meeting that a loss is possible because of considerable rises in marketing and advertising costs be cause of strong pressure from foreign competitors, as well as lower than expected new-car registrations in West Germany.

He said registrations had been affected by consumer and industry uncertainty about government proposals, as yet still vague, to make it compulsory for new cars to use lead-free gasoline from 1986.

Other factors that he cited were high unemployment, which was holding down consumer spending, and a seven-week labor dispute over working hours in the metal industry earlier this year. The dis-pute forced Ford to halt some production when vital parts ran short. The company lost output of 25,000

Ford's market share rose to 12.4 percent in the first half from 12.1 percent a year earlier, but fell back to 11.5 percent in July. Sales in the first seven months fell 1.9 percent, Mr. Goeudevert said, without giv ing details. For the West German industry the drop was 4.5 percent

COMPANY NOTES

Atari Inc.'s new owner, Jack Tramiel, is seeking a cash payment of as much as \$50 million from Warner Communications Inc. after encountering difficulty in collect-

game and computer business, the Los Angeles Times reported. Seltrust Holdings Ltd. of Perth, Australia, a mining unit of British Petroleum PLC, is considering a financial restructuring. BP has said it is prepared to make available only limited further loans. Seltrust reported a loss of 876,000 Austra-lian dollars (\$746,000) in the first half, down from a 4.91-million loss previously, but forecast significant econd-half losses.

ean Motor Co. in Bridgewater, New Jersey, has been sold on con-dition that John Z. De Lorean b place \$675,000 of the proceeds into systems based in Beverly Hills, Calan escrow account pending the res-

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Lecal, National & Interna

De Lorean filed on behalf of De Gildmeister AG, a West German Lorean Motor Co.

Komatsu Ltd. said that falling overseas sales of its construction equipment caused its profit to fall 6.1 percent to 13.86 billion yen (\$57.6 million) in the first half of 1984, compared with 14.76 billion yen a year earlier. Revenue fell 8.2 percent to 352.72 billion yen from

384.218 billion yen.

Limited Inc., the largest U.S.
women's apparel specialty retailer, is to buy Lucky Stores Inc.'s Ather
Midland Bank PLC said it raised ton Industries Division, which opcrates 240 reduced-price young women's fashion apparel stores in California, Texas and other West-Quality Assurance Center, a for-mer distribution center for De Lor-proximately \$120 million. The pur-

chase price was not disclosed. Litton Industries, a maker of the move was worth about 10 milbusiness machines and information ion Swiss francs (34.16 million).

machine-tool-systems producer, for about \$4,2 million.

Marindaque Mining & Industrial Corp.'s nickel refinery has been bought by Development Bank of the Philippines and Philippine Na-tional Bank for about 14.8 billion pesos (\$819,000) at an auction. The banks which had lent about 20

its stake in Handelsfinanz Midland Bank of Geneva to 85 percent by buying the 16-percent interest held by Banca Commerciale Italiana, as agreed to when Midland became majority shareholder in the Geneva bank in 1982. Industry sources said

Nabisco Brands Inc., of Parsipiforma, said it would purchase a pany, New Jersey, said it would go along.

ers holding 99 or fewer shares. It said the offering price would be the closing market price on the date shares are received, but in no event less than \$47 a share.

Pratt & Whitney Aircraft Group received \$196 million in two Navy contracts and a \$67.1-million Air Force contract, the Defense Department said.

Texaco Inc.'s proposed merger with Getty Oil Co. was the subject of a court hearing. Judge Benjamin Diaz of Sacramento County Superior Court said he will rule in a few days whether to many a prelimination. days whether to grant a prelimi-nary injunction on antitrust

Western Airline's 1,200 pilots have approved new salary and ben-efit concessions that would save the company \$107 million by the end of 1986 if the rest of the unions also

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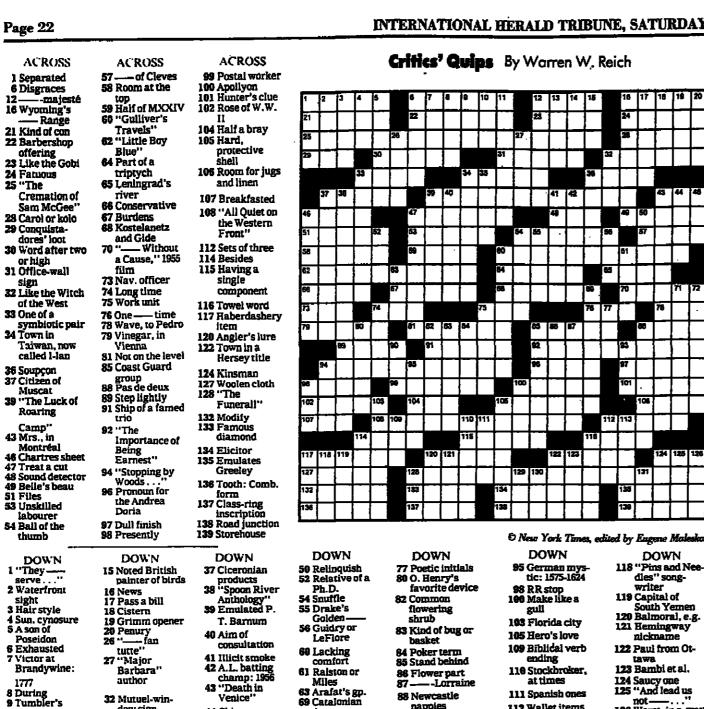
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Reviewed by Roderick MacLeish

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46 Conscript 47 Jones of filmdom

But Forsyth's new novel, "The Fourth Protocol," is not a hot-eyed tract. Forsyth is, first and foremost, an entertainer. His political proclivities provide him with basic assumptions on which his story is based; they are not obsessions which the story must serve and justify. As a reporter he has furnished his new novel with plausible-sounding de-scriptions of power's physical establishments — British, Soviet and South African.

DENNIS THE MENACE

BOOKS

dance

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71 Certain college

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"The Fourth Protocol" (the title is derived from a subclause of the 1968 Nuclear Non-Proliferation Treaty under which the signatories agree not to smuggle nuclear devices into each other's territory) begins on New Year's Eve, 1986. Margaret Thatcher still governs Britain, she is preparing for one, last election campaign against Neil Kinnock's wishy-make. Labout herdership and them is a jeruel heist washy Labour leadership, and there is a jewel heist in a fashionable London apartment house. The thief steals a briefcase in which to carry away his swag, discovers that classified documents are hidden in its lining and, patriotic British bood that he is, mails them back to Her Majesty's appropriate ministry.

This triggers an MI-5 investigation of who's leaking secret documents and to whom. Enter John Preston, mid-40s, a former army intelligence opera-tor in Ulster, now employed as a second-echelon civil servant in MI-5. If "The Fourth Protocal" has heroes, Preston is one of them. He is an attractive, low-keyed man — divorced, underpaid, harassed by

Solution to Last Week's Puzzle

The other hero - in that he, like Preston, engages our interest as a man fighting a solitary battle against his country's bureaucracy and leadership is General Yevgeni Sergeivitch Karpov of the Soviet KGB. Karpov, a specialist in British affairs, discovers that an important anti-British caper is in the Moscow works and that the KGB has been excluded from it. Boring in from the outside, Karpov finds out about Plan Aurora — a scheme concocted by the aging (and unnamed) General Secretary of the Soviet Communist Party and four confidentes — including a by-now-decrepit Kim Philby, the British traitor who defected to the Soviet Union in 1963.

Roderick MacLeish is a news commentator on National Public Radio, U.S.A. His most recent novel

75 Computer-key word Yank 117 Clothed verb 131 Pindar product the old networks and career ambitions of his mas-

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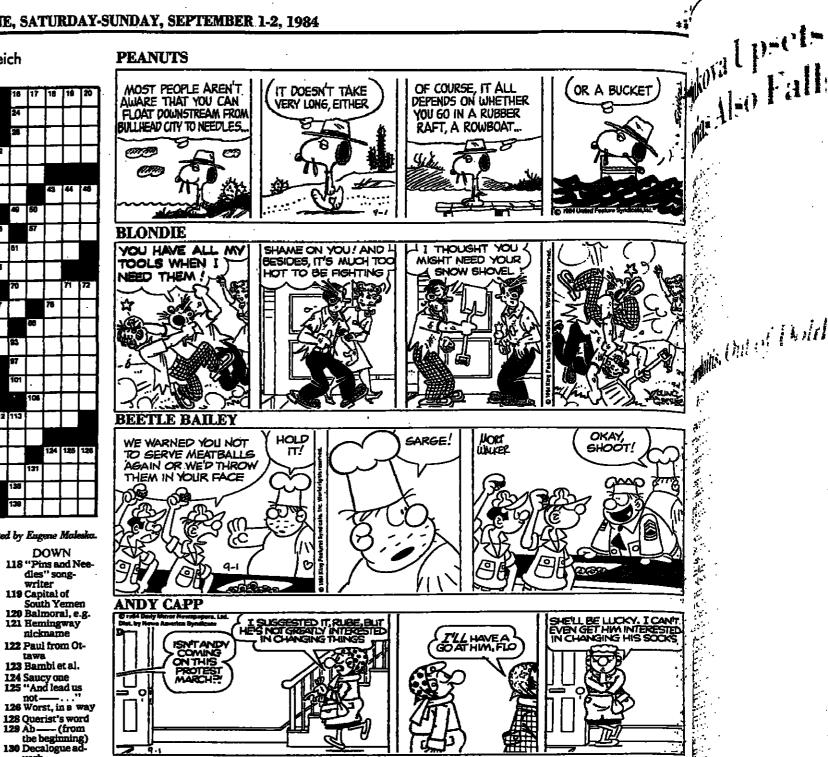
Under Plan Aurora a Soviet agent is smuggled into Britain. He is supposed to detonate a small nuclear device near an American air base a few days before the forthcoming British general election. In the least plausible part of Forsyth's plot, the bomb blast is supposed to scare 10 percent of the British electorate into voting Labor. Once in power, Neil Kinnock will be deposed and Britain's first Marxist-Leninist prime minister will take over, unilaterally disarming the country, kicking out the Americans, withdrawing Britain from NATO and otherwise making the old goats in Moscow drool with happi-

Back in Britain, John Preston is supposed to uncover the the plot before it's too late. As usual, no spoiling the fun here by telling you how it all comes

"The Fourth Protocol" has people in it, unlike the one-dimensional characters of "The Day Of The Jackal" and "The Dogs Of War." They are interesting people, even the repellent ones. Four books and a few million dollars after "Jackal" Forsyth has become a well-rounded novelist. "The Fourth Protocol" is his best book so far.

"Prince Ombra." He wrote this review for The

Amsterdam



WIZARD of ID YOUR FRIGHD ONE NEVER THE SHELF, HAS CHECK THAT LOOKS A GIFT SENT YOU ONE #15 POESHT HORSE IN THE OF HIS Teeth LEAVE MOUTH STALLIONS MUCH **REX MORGAN**





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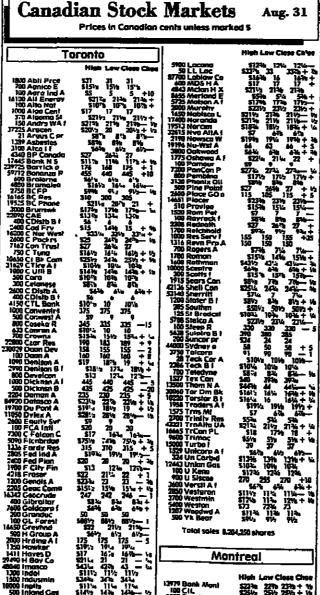
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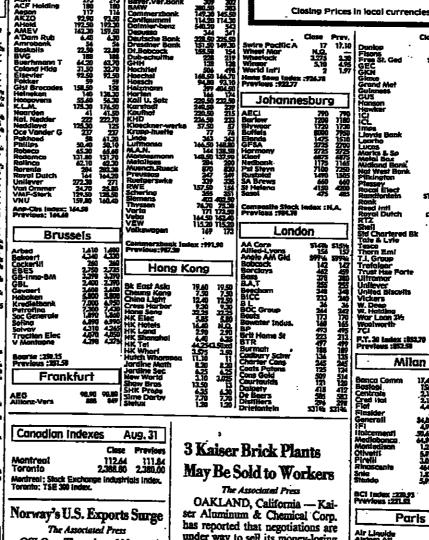
Sydney

Other Markets Aug. 31

"MR WILSON SAYS I SHOULD HAVE A ZIF CODE ALL OF MY OWN !"

WEATHER EUROPE <u>ASIA</u> Sungkok Beljing Hens Kons Munita Haw Delhi Secol Shanghai Shanghai Shanghai Talpai Tokyo AFRICA **NORTH AMERICA** MIDDLE <u>EAST</u> 22222 Jerosolei Tel Aviv <u>OCEANIA</u> FORECAST — CHANNEL: Sliph, FRANKFURT: Foir. -57) LONDON, Cloudy Tring, 24—16 (75—61) MADRID: Foir. -57), NEW YORK: Foir, Temp, 25—16 (84—41), PARIS: Purilly. -15 (12—59), ROME: Tour Temp 25—16 (84—41), PARIS: Purilly. -31—18 (18—41) ZURICH: Foir, Temp, 34—14 (75—57), understorms, Temp 24—17 (75—57), MORRICONG, Role, Temp. -1, MARNILA: Showers, Temp, 31—24 (84—75), SEQUE; Temp 25—27 (75—73) SINGAPORE: Thunderstorms, Temp. TOKYO: Foir Temp 33—24 (91—75)



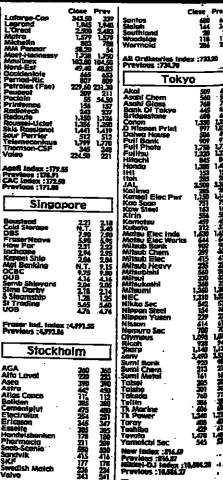


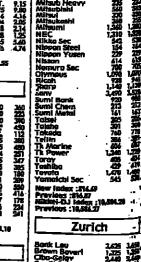
London P.T. 30 Index :853,79 Previous :852.50

3 Kaiser Brick Plants May Be Sold to Workers

under way to sell its money-losing brick plants in Moss Landing Cali-fornia; Columbiana, Ohio; and OSLO — The value of Norway's exports to the United States surged to 5.6 billion kroner (\$676 million) in 1983, an 80-percent jump from 3.1 billion in 1982, the government Mexico, Missonri, to employees. said Friday. In the first quarter this year, they rose to 2.1 billion kroner from 872 million.

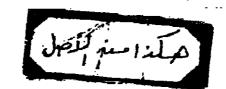
Kaiser said Thursday that it has posted losses of more than \$6.3 million on its brick plants so far





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World Wark in I

SPORTS

Sukova Upsets Jordan Early; Arias Also Falls in U.S. Open

NEW YORK — Helena Sukova of Czechoslovakia round.

bara Potter won in straight sets to reach the third set Kathy Jordan 6.3 6.3 6.3

set Kathy Jordan, 6-3, 6-3, on Friday to reach the ird round of the U.S. Open tennis championships.
rdan, a semifinalist at Wimbledon this year and the th seed here, was guilty of 24 unforced errors in the -minute match.

-minute match.

"I played her half a year ago and she just smashed e off the court." Sukova said, referring to a 6-3, 6-0

"We've practiced quite a bit, played Davis Cup together, so I know his game. But not having played him in a match before, I didn't know quite what to expect." me was pretty good. I wanted to go out there and try y best and fight for every point.

Gene Mayer, meanwhile, beat his old Davis Cup teammate, sixth-seeded Jimmy Arias, 6-4, 6-2, 6-3, making Arias the first seeded men's player to be

Mayer, whose best showing in nine previous U.S. Opens was a quarterfinal loss to John McEnroe in 1982, repeatedly rushed the net while Arias, a semifi-Pam Shriver, the fourth seed, and 15th-seeded Barnalist a year ago, remained at the baseline. (AP, UPI)

Serulaitis, Out of Doldrums, Gains 3d Round

By Roy S. Johnson

NEW YORK - Last year, Vitas erulaitis was out of shape. He was o out of money, which, he said, came the primary reason that he nunued to play competitive tens, despite any real success in matournaments. Several embarssing losses forced him out of the p 10 ranking for the first time

His bankroll is now solid again, d so, it appears, is his game. The year-old Gerulaitis routed Lanni Ocleppo of Italy on Thurs-iv. 6-1, 6-4, 6-0, to advance to the ird round.

"I was in a hole for a little mle." Gerulaitis said, talking cut his finances. "I had a few al-estate deals that didn't come rough. I'm out of the woods now, I don't have to play just to make

Without that pressure, Gerulaitis again playing with the kind of acc abandon that made him a yonte among New York fans. ith his blond shoulder-length nes i d hit a shot that I couldn't lieve," he said. "I was really surised how my game just came all gether because at Wimbledon I is playing OK but not great."

orld, appeared distraught after first-round match to Vijay Amri-than haif her sing the first two sets and unin-traj last Tuesday in the Association lissa Gurney.

spired through the remainder of the of Teonis Professionals champion-Thursday, the third day of the

tournament, drew another sellout crowd, 18,761. Fourth-seeded Mats Wilander mez beat Mike Bauer, 6-0, 4-6, 6-3, 6-2.

Martina Navratilova beat 20-yearold Andrea Leand, 6-4, 6-2, and second-seeded Chris Evert Lloyd routed Terry Holladay, 6-1, 6-1. Third-seeded Hana Mandlikova beat Tina Scheuer-Larsen, 6-2, 6-0.

Before either Navratilova or Lloyd won their matches on Thurs-— in 61 minutes and 59 minutes, respectively — Gerulaitis spoke out about the level of women's play, saying that Navratilova's dominance differed from John McEnroe's among the men.

"Ninety-five percent of the women can't play," he said. "Only 5 percent can. Seventy-five percent of the men can play. McEnroe can cks flowing, he dispatched be beaten if he has a bad day. Look cheppo with such ease that he at what happened last week Amri-en startled himself. "Yeah, some-traj isn't even in his class and he beats John because he played a great match. Something disastrous has to happen to Martina in the morning for her to lose."

McEnroe, top seeded here and Ocleppo, ranked 110th in the ranked No. 1 in the world, lost a

ships at Mason, Ohio.

There has been speculation recently about the possibility of Navratilova facing a man in a match, The name most mentioned has eliminated Michael Kures, 7-6, 6-3, 6-4, and fifth-seeded Andres Go-mez beat Mike Baner, 6-0, 4-6, 6-3 Tarr, a 25-year-old left-hander from South Africa, was unwittingly involved when Gerulaitis said he would "bet his house" that the No. 100-ranked male player could beat Navratilova. Tarr is currently ranked 100th by the ATP comput-

> After defeating Leand, Navrati-lova said: "Well, I'll tell you what. He could be sorry about that one. If I got to pick the surface and the number one hundred guy, I think I'd have a shot at it."

Lloyd felt differently. "I agree with Vitas," she said. "I think she'd lose to the top hundred men. You can't compare Martina or any of the women to the men. I play my brother. He beats me, and he's not even ranked. There are so many top college players out there that you don't even consider."

As far as excitement, the day's most wrenching match involved 10th-seeded Eliot Teltscher. He defeated Mark Dickson, last year's surprising quarterfinalist, 3-6, 6-4, 2-6, 6-3, 7-6.

Rosie Casals, who is 33 years old, was elminated by someone less than haif her age, 15-year-old Me-



Pete Rose, player-manager of the Reds, sliding home safely as Jose DeLeon, the Pirates' pitcher, looks on. Rose ran home on a wild pitch by DeLeon during the Reds' 4-1 victory.

Blue Jays Rally to Top White Sox, 4-3, Overcoming Seaver With 2 Outs in 9th

CHICAGO - Tom Seaver, just one strike from victory, was unable to hold the lead in the ninth inning as Lloyd Moseby's two-run pinch

single capped a three-run rally that lifted the Toronto Blue Jays to a 4-3 victory Thursday over the Chicago White Sox. Moseby's bloop hit to shallow left field with two out scored

Willie Upshaw singled with one out in the ninth and went to third

George Bell and pinch-runner Rick

BASEBALL ROUNDUP

on Bell's single. Willie Aikens singled in Upshaw and the runners advanced to second and third on an infield out. Moseby, batting for Jesse Barfield, then blooped a single to the opposite field.

Seaver has 12 victories but he has pitched well enough to be ap-proaching the 20-victory mark. On Thursday night, Seaver's luck turned sour again as the White Sox stranded 14 runners and backed him with only three runs. Red Sox 9, Twins 3

In Minneapolis, Wade Boggs and Dwight Evans each had three hits, and Al Nipper pitched a sixfour-run fourth.

Mariners 2, Tigers 1

wo unearned runs in the eighth to a 4-1 victory over Pittsburgh. Jay beat Detroit, 2-1.

Rangers 4, Royals 3 In Kansas City, Missouri, Buddy Bell singled in one run and scored another on Pete O'Brien's triple in the first inning to back Charlie Hough's seven-hit pitching and lead Texas over Kansas City, 4-3. The Rangers jumped in front, 2-0, in the first when Billy Sample

Bell's single and Bell scored on O'Brien's triple. Brewers 7, Indians 6

walked, stole second and scored on

wild pitch with one out in the eighth inning allowed the winning the Phillies to a 6-5 victory. run to score and foiled a five-run comeback by Cleveland as Milwaukee beat the Indians, 7-6.

Cubs 8, Braves 3

In the National League, at Atlanta, Keith Moreland singled in two runs to highlight a five-run 10th inning that gave the Cubs their fifth straight victory, an 8-3 triumph over Atlanta. Eleven Cubs patted in the 10th, with Bob Dernier's infield hit leading it off against reliever Gene Garber (2-4).

Expos 5, Dodgers 2 In Montreal, Dan Driessen hitter to lead Boston over Minneso-ta, 9-3. Boggs singled in two runs, and Evans singled in another in a snapped a six-game losing streak of 4.0) average in basic high school of our athletes in this snapped a six-game losing streak of 4.0) average in basic high school of our athletes in this country — black athletes — and I over going to personally think we're going to personally think we're going to personally were graduated. with a 5-2 victory over Los Angeles. subjects such as English, math and Reds 4. Pirates 1

Jose DeLeon fell to 6-12.

Phillies 6, Giants 5

In Philadelphia, Jeff Leonard hit a two-run homer with none out in the ninth inning to lift the Giants to 27th home run. In the nightcap, Mark Davis walked pinch hitter

a 4-1 victory over Pittsburgh. Jay replaced by Pat Ryan because of Tibbs raised his record to 3-2, and O'Brien's current involvement in Giants 6, Phillies 5

a 6-5 triumph over Philadelphia in the job again this year.
the opener of their doubleheader.

Joel Youngblood led off the ninth changes in the NFC, with the bigwith a single, and Leonard hit his gest taking place in Dallas. Danny 21st homer. Mike Schmidt hit his White, who threw for a club record In Milwankee, Mike Jeffcoat's Sixto Lezcano with the bases loaded and one out in the ninth to lift

As Season Starts Sunday has bumped his close friend Ken NEW YORK - When in doubt, Stabler to a backup role in New change the quarterback. That Orleans. Phil Simms, pushed into a seems to be the theme as the Na-reserve role by Scott Brunner last

tional Football League opens its regular season Sunday.

to stop the Los Angeles Raiders from joining Pittsburgh as the league's only four-time Super Bowl champion, 11 will have different players calling signals than the quarterbacks who opened last season. And only one team, Kansas City, was forced to change because

The biggest quarterback turn-over took place in the AFC Central Division, where three of the four clubs will have new quarterbacks this season. David Woodley, acquired from Miami in a trade, takes over for the retired Terry Bradshaw at Pittsburgh; Warren Moon, who ended a bidding war by choosing Houston, takes over for the Oilers; and at Cleveland, Paul McDonald replaces Brian Sipe, who left for the United States Football League. In the AFC East, Dan Marino,

who took over as a starter for Woodley in the sixth game of last season, has become a fixture at quarterback for the Dolphins. The New York Jets traded away Rich-ard Todd to New Orleans and named untested Ken O'Brien as his replacement. O'Brien is now being an assault trial.

In the AFC West, an injury to Bill Kenney has forced Kansas City to go with second-year man Todd Blackledge. Dave Krieg, who displaced Jim Zorn last season and led Seattle to the AFC title game, has

29 touchdowns last season, has been ousted in favor of Gary Hoge-

NCAA Unit Urges New Academic Rule

The Associated Press

The study, commissioned by the ic scholarships and thus more likely WASHINGTON—The head of NCAA's Special Committee on Academic Research and released Norrell said.

Thursday, said that while only 15

The study commissioned by the ic scholarships and thus more likely to be denied a college education, Norrell said.

The study commissioned by the ic scholarships and thus more likely to be denied a college education, Norrell said.

achieve those scores, the failure

Gwendolyn Norrell, who headed

Athletes forced by academic

the committee, said the rule "sim-

have to modify it."

Gary Danielson has beaten out Eric Hipple at Detroit, and Todd

season, is back as No. 1 quarterback for the New York Giants.

Of the 27 contenders attempting Oddsmakers Choices Here are the odds from Harrah's Reno Race & Sports Book, with home teams in bold:

Sunday New Orleans 6 over Atlanta Washington 4½ over Miami San Diego 3 over Minnesota Giants 2 over Philadelphia Pittsburgh 6½ over Kansas City San Francisco 21/2 over Detroit Chicago 6 over Tampa Bay Green Bay 3 over St. Louis New England 21/2 over Buffalo Denver 1½ over Cincinnati Jets 11/2 over Indianapolis Raiders 6 over Houston

Monday Seattle 5 over Cleveland Rams I over Dallas

Raiders, 49ers Picked to Play In Super Bowl

NEW YORK --- The Los Anceles Raiders and the San Francisco 49ers have been picked to meet in the Jan. 20 Super Bowl XIX in a nationwide poll of the Pro Football Writers of America. The Raiders were chosen to repeat as Super Bowl champi

Miami was picked as the runner-up to Los Angeles in the American Conference, and Washington was second to San Francisco in the National Con-

The voters picked Joe Mon-tana, 49ers' quarterback, as the avorite to win the group's trophy as the National Football League's most valuable player.

and college academic records of more than 16,000 student-athletes

who were enrolled as first-year stu-

Of those admitted in 1977, 69

percent of the black males had

This showed the researchers that

dents in 1977 and 1982.

eventually were graduated.

Friendship Games Close in Fanfare As Soviet Defends Olympic Boycott

MOSCOW — The Friendship 4 Games have ended with the ast at the Olympic Games they

The Soviet Union scored a final umph Thursday by winning the esident of the Soviet Olympic mmittee, Marat Gramov, pro-umed the Games more successful

> At a closing ceremony in Mos-. w's Rossiya Hotel, Gramov reitsted that the Soviet Union and 14 ner countries, mostly its Eastx allies, were right not to go to s Angeles.

"Boundless commercialization" aracterized the Summer Games, told an invited audience. Speaknosphere of Los Angeles once ain proved the correctness of the

Yanya Dermedzhiyeva, a woman sketball player from Bulgaria, d: "In all aspects, Friendship '84

rand Prix in June.

toril, Portugal on Oct. 21.

or the Record

en golf tournament in Endicott, New York

ISA Bans Tyrrell for Rest of Year

PARIS (UPI) — The International Auto Sport Federation (FISA) has used the Tyrrell racing team from competing in the last three races of Formula One season for illegally modifying its engines at the Detroit

The decision keeps the veteran car constructor, whose team has mpeted in the Formula One since 1967, out of the Grand Prix races in

onza, Italy, on Sept. 9, Nurburgring, West Germany, on Oct. 7, and

FISA originally banned Tyrrell on July 18, roling that the British team

d made three illegal fuel and engine adjustments to boost power in its s. An appeal by the team boss, Ken Tyrrell, was turned down this

World Bests at Cycling Tournament

a set a world nest time of 3 minutes, 45.02 seconds to beat Jeannie ango of France in the final of the women's 3-kilometer (17-mile)

ingo of France in the World Cycling Championships.

In the men's pro pursuit, Hans-Henrik Oersted of Denmark recorded a

orld-best of 5:45.44 in the 5-kilometer quarterfinal, then overtook athony Doyle of Britain on Friday for the gold medal.

Pat Corrales, manager of the Cleveland Indians, has been fined \$1,000

BARCELONA, Spain (UPI) — Rebecca Twigg of the United States on the Las Vegas Strip, but Thomas

Pat Corrales, manager of the Creverant manage, has occur med \$1,000 pound heavier than Thomas's 216, the American League for throwing bats to protest a balk call in a game and proclaimed himself in great shall the Baltimore Orioles on Aug. 9.

The U.S. Soccer Federation has announced that the second and inches (1.90 meters).

The U.S. Soccer Federation has announced that the second and ciding game in the World Cup qualifying series between the U.S. "I'm feeling real good," Witherstrianal Soccer team and the Netherland Antilles will be played Oct. 6 at spoon said. "I've been running a lot such Stadium in St. Louis.

[UPI]

Fred Couples sank in an eagle-3 on the 14th hole Thursday to score a 5
Fred Couples sank in an eagle-3 on the first-round lead in the B.C. the title in an elimination fight are self forward in Endicott. New York.

ship '84 flame at Lenin stadium burning out. The flame was lit in an trumpeting—their sporting Olympic-style opening ceremony herements and taking a final on Aug. 18 in the same stadium where the 1980 Moscow Olympics tators, and television showed hours launched two weeks of competition in nine sports.

Competition was held in several communist countries, including Caba, site of the boxing tourna-Though the Russians insisted that their Games were not meant to

rival the Olympics, Gramov said that Friendship athletes had set 18 world records, compared to 11 at Los Angeles. There were some disappointments. The Soviet swimmer Vladi-mir Salnikov failed to beat his own

world records in the 400 meters and 1,500 meters. But he beat the Olympic gold medal times. East Germany, whose athletes were said by other competitors to be hitterly disappointed at missing the Olympics, won 16 swimming

The Russians dominated in most rpassed Los Angeles. The Russians dominated in most other sports, sweeping aside all op-

position in field hockey, track and field, gymnastics and basketball. Nothing like Olympic fever was generated by the Games, although Muscovites were enthusiastic spec-

were opened. The ceremony of competition throughout the day. A few athletes emerged as stars. The East German schoolgirl Sylvia Gerasch broke the world record in the 100-meter women's breaststroke. Her compatriots also broke two relay marks, swimming the 4x to 100-medley in 4:03.69.

In Seattle, Jack Perconte circled the bases on a bunt as throwing the 4x 100-medley in 4:03.69.

In Seattle, Jack Perconte circled the bases on a bunt as throwing the bases on a bunt as throwing the 4x 100-medley in 4:03.69.

In Cincinnati, Cesar Cedeno and (out of 1,600) on the standards standards of the bases on a bunt as throwing the bases on a b

The Soviet swimmer Sergei Zabolotnov was the only man to break a world record, clipping Rick Carey's mark of 1:58.93 to 1:58.41 in the 200-meter backstroke.

No world records fell in track and field, but 23 performances would have gained medals at the Olympics. All but three were in field events, a traditional strength of the East bloc.

As for the next Olympics, to be Montreal Expos and replaced by held in Seoul, the Russians are not his predecessor, Jim Fanning. saying if they will attend. Gramov

"Bill came to me several days ago
said that no decision has to be and told me that he was not intermade until six weeks before the ested in continuing his managerial career beyond this season," John

Witherspoon

Confident for

Title Defense

heavyweight crown for the first time, against undefeated Pinklon

"I'm looking for it to go no fur-ther than five rounds," Wither-spoon said. "I want to let people

know I am the true heavyweight The 26-year-old heavyweight's

only loss was in a controversial

split decision to Larry Holmes. He

carries one of three different heavy-

weight titles currently promoted. The others belong to Holmes, rec-

ognized by the International Box-

ing Federation, and Gerrie Coet-

zee, recognized by the World

Witherspoon was a solid 2-1 fa-

"I don't see Tim as a great fight-

er," Thomas said. "I see him as a good fighter, but I know I can beat

him. He says he'll knock me out,

but I've never even been knocked

day at 217 pounds (98.6 kilos), a pound heavier than Thomas's 216,

(AP) against Greg Page in March.

Witherspoon weighed in Thurs-

Boxing Association.

Virdon Dismissed by Expos; Fanning Named as Manager

McHale, the team president and general manager, announced Thursday, "With this in mind, I met with the board of directors and it was determined that it was in everyone's best interest that a change be made at this time. I asked Jim [Fanning] to come in and

"He was excited about it, and at this time I can't say he won't be here next year. But for the time being I want him to win as many LAS VEGAS - Tim Witherspoon was looking for a short fight Friday night as he prepared to de-fend his World Boxing Council games as he can." The 53-year-old Virdon, in his

do a relief job.

13th year as a major-league skip-per, was known to be a laid-back manager who let his teams play. Many observers felt that the Expos

United Press International

MONTREAL — Bill Virdon has been dismissed as manager of the Montreal Ferror and replaced by the first place this season with a 64-67 record, 14½ games out of Second Round.

64-67 record, 14½ games out of first place.

"Tve had a lot of tough years as manager and this has been one of them," said Virdon, in his second season with Montreal. "I don't anticipate managing again. I know I won't manage next year but I've been involved in baseball for 34 or 35 years. So I guess, somehow, I'll get involved in it again."

Virdon was named Montreal manager on Oct. 12, 1982. He earned a reported \$100.000 and had a 146-147 record over two scasons with the Expos. He previously managed the Pittsburgh Pirates, New York Yankees and Houston Astros.

Astros. The 56-year-old Fanning first

took over as manager of the Expos on Sept. 8, 1981, and guided the club to its only division title - in the strike-shortened solit season. He remained at the helm through

SCOREBOARD

science and minimum scores of 700

Tennis

recommended changing the rule percent of all students do not that sets strict academic qualifica-achieve those scores, the failure

tions for first-year students in col-lege sports because a new study dent athletes. indicates that the rule discrimi-Gwendolyn Norrell, who headed

Under the rule, adopted last year ply discriminates against a large

nates against blacks.

Jimmy Brown, U.S., def. Slave Denton, U.S., def. 4-4, 6-4, 7-6 (7-5), 6-3; Tim Mayatte, U.S., def. Lee Polin, Fisiend, 6-4, 6-4, 7-6 (7-8); Bill Scanlon, U.S., def. Morth Davis, U.S., 6-4, 6-3, 7-5; Kan Flach, U.S., def. Vijay Amritral, India,6-2, vac. Yugoslovia, 6-f. Am Harricksson, U.S., 6-6, 7-8, 19-10, 1

Helen Sukova, Czechoslovakia, def. Kathy Jordan (5), U.S., 6-1, 6-3, Pam Shriver (4), U.S., def. Wendy White. U.S., 6-3, 6-2. Barbara Petter (15), U.S., def. Sondy Cellins. U.S., 6-3, 7-6. Martino Novretilove (1), U.S., def. Andrea Leand, U.S. 6-4, 6-2. Chris Evert Lloyd (2), U.S., def. Terry Hollo-

day, U.S., 6-1, 6-1, Hang Mondilkova (3), Czechoslovakia, def. Tine Scheuer-Larsen, Denmark, 6-2, 6-0. liciy, 3-6, 6-7, 6-0. eek (12), U.S., def. Parn Casale. Burgin, U.S., 7-5, 6-4

vec, Yugaslovia, dyf, Ann Henricksson, U.S.4-1,7-4 (8-4): Sytvia Hanika, West Germany, dei. Katerine Suronska, Czechoslovakia, 6-3, 6-2, Barbara Gerigan, U.S., def. Kate Gompert, U.S., 6-2, 6-1; Anne White, U.S., def. Etsuka Inoue, Japan, 6-3, 4-4, 7-5; Bettino Bunse, West Germany, def. Iva Budurova, Czechoslova-kia, 2-4, 7-5, 6-1; Patro Huber, Austria, def. Carin, Anderholm, Sweden, 7-5, 4-9; Lari

Transition

American League

BALTIMORE—Colled up John Pocatio and
Bill Swaggerty, pitchers, from Rochester of
the International League, effective Sept. 1.
Colled up Victor Radriguez, infleider; Larry
Sheets, outfielder, and Ron Jackson, first
baseman, from Rochester, effective Sept. 4.
Colled up Ken Dizac, pitcher, from Charlotte
of the Southern League, effective at the end of
Charlotte's season.

NEW YORK-Activated Daug Sisk, pitcher

pilcher, to Tidewater of the International Leogue.

PITTSBURGH—Placed Dale Berra, shortstop, on the 15-day disobled list. Recalled Joe
Orsulak outfletder, from Hawall of the Pacific Coast Leogue.

SAN DIEGO—Recalled Ran Roenicke, outfielder: Doug Gweetz, catcher, and Flavel
Chilfer, pitcher, from Los Vepas of the Pacific
Coast Leogue, and Eddle Allier, outfletder, from Rano et the Colifornia Leogue.

SAN FRANCISCO—Traded Renie Martin,
pitcher, to Philadelphilo for George Rilley and
Kelly Downs, pitchers, is complete the trade
that sent At Oliver from San Francisco to
Philadelphilo, Austigned Downs to Phoenix of
the Pacific Coast Leogue.

the Pacific Coast League. Hotional Baskethali Association HOUSTON—Acquired Hank McDowell, for-ward, from Los Angeles for a 1985 Ithird-round

FOOTBALL

Hattenst Football League GREEN BAY—Placed Johnnie Grav. sate ty, on the injured reserve list. Added Ed West light end, to the resier. HOUSTON—Signed Mike Kennedy, sofety, KANSAS CITY—Signed Lerry Ricks, run-ning back. Placed Mike Dennis, cornerbock.

L.A. RAMS—Ploced solely Johnsle Jehi-son, defensive and Carry Jeter, right and Mike Barber and effensive tackle Gary Kowalski on Injured reserve. Re-signed linebackers Mike McConold and Ed Bredy, correspond David Crossip and defensive therman Shown

had the potential to win the Na- the following season.

NEW YORK - The baseball commissioner, Bowie Kuhn, has handed down the following edicts regarding possible postseason play at Wrigley Field in Chicago, a subject that has caused much contro-versy because the stadium lacks lighting for nighttime play:

No Chicago Cubs postseason home games played in other teams'

One slight change in the World Series schedule.

The National League playoffs will not be changed from their original schedule. This means that if the Cubs finish atop the National

A THE RESIDENCE OF THE PROPERTY OF THE PARTY OF THE PARTY

But Forfeit Home-Field Advantage Washington Post Service

 No major concessions to the preferences of network television or demands by owners of other teams who would share in the television

Kuhn has decided that if the Cubs make it to the World Series, then the home-field advantage will switch to the American League. This means that Games 3, 4 and 5 (on a Friday, Saturday and Sunday) will be scheduled for Wrigley Field, rather than Games 1, 2, 6 and 7, as originally planned. Since the two weekend games would have been played in the daytime anyway, only the Friday night game would have

League East, then the first two games will be played in the sunshine at Wrigley Field on Oct. 2 and 3, a Tuesday and Wednesday.

"We have reduced the loss by changing the World Series schedule." Kuhn said of the potential television revenue, "but the loss will still be very substantial." An educated guess is that Kuhn's solution will cost baseball owners between \$3 million and \$4 million. Perhaps, \$175,000

Kuhn's Order: Cubs Keep Sunshine

No lights in Wrigley Field, temporary or permanent.
 No change in the National League playoff schedule.

to be rescheduled.

Second Round Gene Moyer, U.S., def. Jimmy Arius (6),

Baseball

Thursday's Major League Line Scores NATIONAL LEAGUE First Game Sent Frencisco 509 981 992—5 18 0 Philadespain 622 912 996—5 8 3 Lench, Williams (5), Davis (6), Lavelle (7), Locay (8), Minton (9) and Gomez; Carlton, Comebell (7), Holland (8) and Virgil. W— Locay, 1-2, L—Holland, 5-P. HRS—San Francisco, Leonard (21), Philadelphia, Hayes (13), Schmidt (77). Krukow, Williams (5), Lacey (6), Lavelle (7), Davis (9) and Brenly, Gress, Martin (6), Andersen (9) and Wockenfuss. W—Andersen, 2-3, L—Davis, 4-16. HR—San Francisco, Davis

Standings NATIONAL LEAGUE Chicago New York Philadelphia St. Louis Montreal Pittsburgh Son Diego Houston Alignto Los Angeles Son Francisco 43 71 A70 15 55 78 A14 221/2 55 79 A10 23 AMERICAN LEAGUE 87 47 449 — 76 57 571 161/2

Guilickson and Corier, W.-Guilickson, 19-7. L.-Weich, 11-13. HRs.-Los Angeles, Landreaux (9). Montreal, Driessen (12). Chicage 808 809 291 5—8 12 8 Affants 809 380 808 8—3 8 2 Sanderson, Staddard (7), Smith (9) and Loke, Davis (7); Perez, Garber (9), Dedman (10), Falcone (10) and Benedict, W-\$mith, 9-AMERICAN LEAGUE 188 009 850—4 9 4 262 710 61x—7 13 1 erly (3), Farr (7), Jeffcoat (8), Woddell (8) and Willard, Bando (6); Suff Wolfs (8), Telimon (8), Secrope (9), Lodd (9)

(177).
Pittsburch 018 688 909—1 7 0
Cincinsori 984 960 00x—4 8 0
DeLeon, Tekulve (7) and Pana; Tibbs and
Guiden. W—Tibbs, 3-2 L—DeLeon, 6-12
Los Angeles 108 988 901—2 6 0
Montreal 188 038 10x—6 11 0
Welch Zenber (5) Heaten (5) and Schooling

Montreal 100 030 10x—5 Welch, Zachry (5), Hooton (8) and Scio

ond Moore. W—Tellman, S-3. L—Forr, 3-11.
HRS—Claveland, Thornton (29), Holl (5).
Teranto 100 600 603—4 \$ 1
Chicago 911 601 600—3 \$ 6 Chicago — 211 561 690—3 8 9
Cloncy, Golt (7), Key (9) and Whith; Scaver
and Fisk, W.—Golt, 7-6. L.—Seaver, 12-9. HR.—
Chicago, Kiffle (27).
Bestea — 960 843 511—9 14 6
Mimeseta — 261 896 690—3 6 0
Nisper and Newman; Hodge, Lysander (5),
Schrom (4), Wardle (9) and Engle, W.—Mipper, 7-5. L.—Hodge, 4-1. HR.—Beston, Buckner
(18) (10).
Textos 201 000 100—4 9 2
Kensas City 901 000 030-3 1 1
Hough, Schmidl (9) and Scott; Gubiczo.
Huismann (8) and Slaught, W—Hough, 14-12
L—Gubiczo. 9-11. 64 67 .496 3 65 67 .492 312 62 70 .470 612 61 73 .455 812 59 74 .444 10

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defensive and.
WASHINGTON—Acquired Merris To

SPORTS BRIEFS subka Sets World Mark in Pole Vault ROME (Combined Dispatches) - Sergei Bubka of the Soviet Union ared 5.94 meters (19 feet, 5% inches) Friday night to regain the pole alt world record, which he had lost minutes earlier to Thierry Vigneron At an international track and field meet, Bubka and Vigneron battled the and forth at record heights. First Vigneron vaulted 5.91 meters to tter the previous record of 5.90 meters set by Bubka on July 13 in andon. Then Bubka regained his record.

Meanwhile Ed Moses of the United States celebrated his 29th birthday winning his 109th consecutive 400-meter hurdles race. (UPI, AP)

ART BUCHWALD

America the Greatest

WASHINGTON — The following conversation was over-country." heard in a Dallas bur at 2 o'clock in the morning during the recent Republican convention.

"You know what makes Americagreat"

"What"" "It's being able to turn on your TV set and listen to a politician tell you how great America really is." "I'll tell you what makes Ameri-

ca great. It's 1 winning a gold medal at the g Olympics and thanking Presideat Reagan. even if he didn't have a darm thing to do with 🐇

"Nah. that's 🏯 🌠 not what makes America great. Buchwald What makes America great is the American family

Whose family? "Your family "I'm divorced. I'm supporting

two families." "That's my point, Only in America are we nell enough to support more than one family at a time." "It wasn't my idea, It was the

"Right, that's because we have austice for all "I wouldn't say that. He took her

side against mine. What kind of justice is that "

"The greatness of our country is that no matter how rich or how poor you can always appeal an in-

"You tried to here a lawyer late-Forget your personal problems. I'll tell you what makes America

3d-Century Sculpture Found in Pisa Canal

The Associated Press PISA, Italy A sculpture of a monk's head that dates from the third century has been found in a canal of this northwestern Italian

city.
The sandstone sculpture was probably part of decorations in the ancient monastery of St. Concord. which is now a ruin, officials said.

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"I'm not a Christian." "Well then, it's living in a Judeo-

Christian country." "I'm not Judeo. I'm Voodeo." That's exactly what I said. What makes America great is living in a Judeo-Christian-Voodeo coun-

try - where you can practice the

Lith of your choice whether in a

school, a church or at an airport." "How about this? What makes America great is that you can be outraged at Miss America posing in the nude for Penthouse magazine. but nobody can stop me from buying it at the newsstand, just to see

"I just thought of one. What's great about America is we can get our clothes whiter than any country

what all the luss is about."

in the world." "And according to Cliff Robert-son. AT&T is working twice as

hard to gain our trust." "I'll tell you what is great. Our children, who will be the future tenders of America.

Not to mention out women. They're really great. "And getting greater all the

"You better believe it." "Let's not forget the minorities who want their share of the greatness of America."

"No one would forget them in an election year." "At the same time we do have

That in itself is the great thing about America. We recognize our faults and have the ability to correct them without endangering our national security."

"Or shortchanging the people on the bottom of the ladder.

"I'll tell you another thing that's great about America. The Dallas Cowboys."

"What's so great about the Dallas Cowboys?"
"They're America's team."

"I hate the Dallas Cowboys." That's what I mean. You can either love them or hate them, and as long as you don't live in Dallas no one is going to arrest you." "Well, it's been great talking to

"It's been great talking to you --They said it would be exhibited in but not nearly as great as talking about America.

Nikola Tesla, a Bizarre Genius, Is Getting His Due

By William J. Broad New York Times Service

N EW YORK — The world of science is belatedly recognizing one of its most important, eccentric and enigmatic inventors, Nikola Tesla.

A century after he arrived penniless on the docks of New York City, Tesla is receiving credit for achievements that outdid those of his contemporaries. Thomas Edison and Guglielmo Marconi, And more than 40 years after the recluse died in a Manhattan hotel room, in the company of the pigeons who were his favorite companions in the final years of his life, he is being elevated to the pantheon of the world's

It was Nikola Tesla, not Marconi, who invented the first radio; it was Tesla, not Edison, who devised the system of electric power distribution now used throughout the world. Working in small laboratories in midtown Manhattan and Greenwich Village. Tesla invented the polyphase electric motor, the bladeless steam turbine and the radio-guided torpedo.

To help publicize the accomplishments of the enigmatic genius, a group of scientists and engineers have formed the Tesla Centennial Committee and recently held a symposium, organized an exhibition and persuaded the governor of Colorado to dedicate August to Tesia. "He helped spawn the industrial revolution," said Toby Grotz, chairman of the Tesla Centennial Committee and an engineer at Martin Marietta Aerospace in Denver.

Tesla was born in 1856 in Croatia, then part of the Austro-Hungarian Empire, and soon showed a talent for tinkering. In 1884, he took a ship to New York and went to work for Edison, but they parted after a dispute over an invention

Going into business for himself, Tesla developed the basis for the alternating-current system. To make the system practical, he patented a variety of alternatingcurrent generators, transformers and

So much for Tesla's conventional history. The centennial committee says he went on to do much more - envisioning and inventing a dazzling array of futuristic de-vices. "All the literature says Marconi in-vented the radio," Grotz said. "But long before Marconi had a patent, Tesla was demonstrating a radio-controlled model boat and talking about transmitting electrical power across the Atlantic. Compare that to Marconi's S-O-S."

Another example is radar, which employs short wavelength radio signals that can be reflected back from solid objects. As early as 1900, members of the centennial committee note. Tesla suggested that these wavelengths could be used for locating



Many of the 27 speakers at the Tesla symposium, held at Colorado College in Colorado Springs, put their emphasis on Tesla's spectacular experiments at a laboratory not far from the symposium site. There, at the turn of the century, Tesla built enormous coils that generated 10 million to 12 million volts of electricity and sent bolts of artificial lightning flashing 135 feet through the air, although to this day scientists debate what Tesla accomshed, for much of the work was shroud-

Margaret Cheney in her book, "Tesla, Man Out of Time," details some of his eccentricities. At the height of his fame. while eating dinner in the Palm Room of the Waldorf-Astoria Hotel in New York, he would polish the already sparkling silver and crystal using exactly 18 napkins. He had a phobia about germs and a love of

numbers divisible by three.

After the death of his mother, Tesla became increasingly eccentric and withdrawn. He never married. Nearly every day he would go to Bryant Park behind the New York Public Library and feed his friends, the pigeons. Late in life he an-nounced that he had received signals from

One testimonial to his genius did come in 1917 from B. A. Behrend, an engineer who had an inkling of the mark Tesla would make on Western civilization. "Were we to eliminate from our industrial world the results of his work," he told a banquet in Tesla's honor, "the wheels of industry would cease to turn, our electric cars and trains would stop, our towns would be dark, our mills would be dead and idle. His name marks an epoch in the advance of electrical science. From his

work has spring a revolution."
Tesla's laboratory in Colorado Springs
was a barn-like structure that sat atop a hill on the prairie and was crowned by an 80foot (24-meter) tower and beyond that a
122-foot mast. The tall fence surrounding
it carried signs reading: "Keep Out —
Great Danger." The claps of thunder from
bis bolts of artificial lightning could be heard for miles.

According to Charles Wright, a retired engineer formerly with the Public Service Co. of Colorado, the laboratory was filled with a host of inventions including highvoltage transformers, dynamos, coils, capacitor-discharge devices, oil-insulated cathought was a revolutionary way to send electricity through the air. "Not only was it practicable to send telegraphic messages to any distance without wires." he wrote of the insight, "but also to impress upon the entire globe the faint modulations of the human voice, far more still, to transmit power, in unlimited amounts, to any terrestrial distance and almost without any loss."

With the financial backing of J. P. Morgan. Tesla embarked upon a plan to com-mercialize the discovery, building a 200-foot tower at Shoreham on Long Island. By 1905, however, Morgan had abandoned the

project and the tower was never completed.

Tesla, especially in later years, was a man of extraordinary idiosyncrasies and boastful declarations that sometimes sent his science peers into a rage.

With a pocket-size vibrator, he once told reporters, he could generate resonant trem-ors that would split the earth in two. He gave its resonant frequency as one hour and 49 minutes. Whatever the plausibility of his earth-splitting scheme, the rather precise estimate of Earth's frequency turned out to be close to the mark, as was demonstrated during the great Chilean earthquake of 1960, when geophysicists were able to measure the time it took waves to travel back and forth through the Earth.

At the symposium some of Tesla's advocates seemed to try to outdo the master's knack for hyperbole as they conjured visions of death rays and futuristic weapons. In a paper entitled "Star Wars Now!" Thomas E. Bearden, a retired nuclear engineer and army war games analyst, noted what he said were a number of designs for making weapons based on Tesla's more exotic ideas. The hypothetical devices included what he termed a Tesla howitzer and a Tesla shield that could allegedly stop Soviet missiles

Tesla suggested in 1940 that the United States military could build a system of death rays that would melt enemy airplanes at a distance of 250 miles (400 kilometers). The War Department looked into the idea and said politely, no thanks. "With Tesla you're always going to get the fringe," said Robert K. Golka, a physi-

cist who spoke at the symposium. "It's hard to tell what is real and what is not. Tesla will always attract guys with ideas about perpetual motion. Tesla's closest living relative, William H.

Terbo, a great-nephew, says that four basic types of people are attracted to Tesla serious scientists, Yugoslavs proud of his achievements, pseudoscientists who pursue some of his wackier ideas and cultists who worship him as an extraterrestrial. There are religious fanatics in Pasadena

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who say he came down on a space ship pacitors and a large metered control panel. from Venus," said Terbo. "It's no small In Colorado Tesla hit upon what he group."

PEOPLE

Lennon Memorabilia Tops Beatles Auction

An unpublished manuscrip John Lennon led the bidding sale of Beatles memorahi Sotheby's auction house in La don. Everything from a guitar postcards came under the hann Thursday, but the objects associated with Lennon fetched the high prices. The manuscript, 16 pages handwritten poetry and prose with ten when he was a struggling must cian in Liverpool, went for £17.60 (about \$23,000), and an America businessman paid £16,050 for on of Lennon's guitars. Sotheby's too in £207,497.

Dan Koko, a stuntman, pockete \$1 million Thursday by jumpin 326 feet (about 100 meters) from aton the Vegas World Hotel and Casino in Las Vegas, Nevada, and landing in an airbag. Koko, a nature of a Cherokee, North Carolina Indian reservation, landed on his back and emerged from the 204 foot-high airbag with only a rip in his jump suit. The \$1 million in cash was given to Koko by Vegas World's owner, Bob Stanak Supak said he made the offer because of the publicity and because Koko was defying death to make the

Stacy Chanin, 23, has become the first swimmer to circle Manhattan three times, eating banana-and. honey sandwiches and pasta and listening to "mellow rock" musicas: she swam 84 miles (135 kilometers). "I did it!" Chanin said when see emerged from the East River at 9:30 P.M. Wednesday, 33½ hours after beginning her swim. The University of Maryland senior from Silver Spring became nauseous at ter swallowing polluted river water and battled queasiness for 12 hours by consuming watered-down yogurt as she swam.

Who's Who in America spent 18 months looking for five eminent Americans to honor for their achievments, and picked the Chrysler Corp.'s chairman, Lee in-cocea, the writer Malcolm Cowley, the DNA researcher Macya McCarty, the sociologist Robert Merton, and Claude Shanson, a specialist in information theory The winners of the first Who's Wh in America Achievement Award each will receive \$10,000.

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